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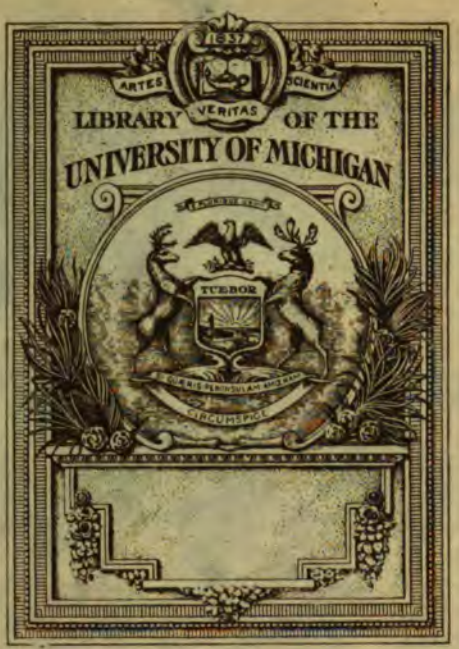
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American Journalists in Europe

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AMERICAN JOURNALISTS IN EUROPE

AN ACCOUNT OF A VISIT TO ENGLAND AND FRANCE AT THE CLOSE OF THE WAR MADE BY A PARTY OF EDITORS AND PUBLISHERS OF AMERICAN INDUSTRIAL PAPERS AS GUESTS OF THE BRITISH GOVERNMENT UNDER THE AUSPICES OF THE BRITISH MINISTRY OF INFORMATION

BY
H. M. SWETLAND

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PREFACE

IT was an afterthought which prompted the attempt to make a permanent record of the visit of the industrial journalists to England and France as guests of the British Ministry of Information. If we had fully appreciated the great opportunity afforded us, a detailed plan for making this record would have been inaugurated at the start. As it is, many important happenings have not received the attention they deserve. No apology is offered, however, for the lack of literary merit, as the effort has been solely directed to plain statement of facts. Plagiarism is frankly admitted, as the writer has used without stint abstracts from the various writings which have appeared in the numerous publications represented by the party, and elsewhere.

Our chief apology is offered to the British Ministry of Information for whatever omissions may have occurred, and, further, for so weak an attempt to cover so important a matter. Apologies are further extended to the various members of the party—many of whom would have given this narrative the literary distinction which it so richly deserves.

H. M. SWETLAND

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ORGANIZATION—I

THE purpose of inviting American industrial journalists to visit England and France as guests of the British Government, was to promote a better understanding between the people of Great Britain and the United States. The progress of civilization, as represented by the English-speaking people, has been at all times dependent upon the facilities of individual and international intercourse. The importance of communication is indicated in the statement of Lord Avebury, before the International Paper Congress, that the development of modern civilization depends upon the discovery of cheap paper. This necessity for more intimate and comprehensive relations among all nations had always existed. The extreme obligations of war; the demand upon unity of action on the battle-front and in the production of munitions, and even the sentiment of the people, brought this necessity to the front to a degree that impressed its importance upon the observing leaders in both countries. Looking backward, we can easily determine that the first progress made by man came from the power of language, which gave him the facility of communicating the results of his observation, and of thus building a general storehouse of knowledge. The second step came with the ability of mankind to record the developments so far achieved, and thus perpetuate and increase the common store. But the power of communication was the greatest factor. Wherever the facilities of communication were increased the progress of civilization was hastened, and wherever they were lessened a rapid degeneration followed. Thus China, at one time in the lead of intellectual attainment, by cutting itself off from the progressive thought of other peoples, and by curtailing internal communication, lost its leadership among the progressive nations of the world.

If civilization is, therefore, the cumulation of all intellectual development, every avenue of information must remain open, and our schools, churches, books and newspapers must have a broad outlook upon all intellectual development and a quick observation and a keen appreciation of intellectual attainment. Prior to the war our nations were so interwoven

with cable, mail and transportation facilities of communication, so bound by international organizations for the distribution of knowledge and so co-operative in intellectual development that civilization had reached its most advanced stage.

In 1914, came the beginning of the greatest war in the history of the world. It immediately curtailed every form of national and international communication, until finally only general information could pass the censorship, and passport regulations limited the opportunity for personal, international intercourse. The intellectual progress of the world was checked. Civilization became static, if not degenerate, at its most critical moment.

The British Ministry of Information—

It must have been a careful consideration of these facts that prompted Lord Beaverbrook to recommend to the British Government the establishment of the British Ministry of Information. This Ministry, under governmental authority, immediately undertook to re-establish as far as possible, facilities for international communication, and originated new and advanced methods of intellectual cooperation. It instituted an organization with headquarters in London, and branches in other countries, established a system of propaganda, and invited groups of citizens of other countries as guests of the British Government, to visit England and France. Every facility for observation and personal contact was afforded these parties. Meetings were arranged with the great intellectual leaders of the Empire and France. Their industries were thrown open for observation. The entire operation of the war, the production of its munitions, the transfer and transport of men and machines, and the activities at the front were bared for individual inspection of the members of these parties. Three parties were invited from this country, and each was given special facilities for individual observation and investigation. The first comprised journalists and writers, the second were clergymen, and the third, our party, was made up of fifteen publishers and editors of industrial papers covering the leading industries of America.

American Industrial Press—

This selection of the last group was undoubtedly due to the fact that the industrial publications of America are more highly specialized than in any other country, and therefore wield a potential influence on the great industries which they represent. They are the only periodicals dealing directly with the great industrial problems of the nation, and their importance to American industries has been fully recognized, not only by the industries

themselves, but by the Government, under conditions of exacting requirement. A recent conference of American industrial editors was addressed by all the members of the Cabinet and the heads of important departments, to secure the cooperation of the industrial press in coordinating American industries with a Governmental propaganda of war. The services rendered by these specialized publications have received favorable comment from distinguished men of other countries who have given the subject consideration. Just as the daily press of the Continent differs from the daily press of America, in that its editorial expression is the dominating feature, whereas in America the daily press caters directly to news, so the industrial publications of America, with their highly specialized individuality, differ from the business periodicals of all other nations.

The personnel of the party, the journals which they controlled and brief statistics of the industries thus indirectly represented, are given in an appendix herewith.

Instructions—

Our party was organized by the New York branch of the British Ministry of Information, under the direction of Sir Geoffrey Butler and Mr. Goode. We were given a week of preparation, and on the evening preceding our departure were assembled at Sherry's, where the objectives of our trip were laid before us. Sir Geoffrey Butler, who presided, informed us that our work would be divided into three distinct features:—

First—We should meet the great men of England and France, familiarize ourselves with the social conditions of the two countries, listen to their great leaders and observe their hereditary and institutional customs.

Second—We should visit their great industries in the period of greatest production, and confer with their industrial leaders. Full information would be given us as to their treatment of the great problems affecting the industries of all nations.

Third—We were to be shown the operations of the great war. We were to visit the Grand Fleet and the battle-front in France.

The Voyage—

At noon, on the twenty-sixth of October, 1918, our party embarked on the Steamer *Lapland*, a troopship bound for "somewhere" on the other side. When we were off Staten Island we were anchored for twenty-four hours, and finally became a part of a great marine pageant. Ship after ship, loaded to the limit with men and munitions, passed us on its way out of the harbor. We counted over sixty, among which was the great *Leviathan*, with 11,000 men overflowing its decks and cabins and its hold filled with the

great and small machines of war. Numerous warships and aircraft acted as escort. Two great captive balloons furnished further evidence of the watchful care bestowed on this monstrous convoy. We had now received our first impression—a picture of the magnitude of these preliminaries to battle, and the thorough manner in which precautions to avoid quick disaster were established.

The next morning found us far out on the Atlantic. Only fifteen of the great fleet of the day before were to be seen. These were convoyed by a large cruiser half a mile ahead, and by a torpedo destroyer a mile or two astern. Our speed was cut down to harmonize with the speed of the slower ships, and our formation was not broken during the long, zig-zag course across the Atlantic. We were informed that we were now under military control, and that we were in a region of war. All lights outside were forbidden at night, even to smoking. We were assigned to a lifeboat and daily drill, and were directed to wear the lifebelt continuously. Our course, which was only indicated to us by the difference in time and the temperature of the salt water, was evidently in the direction of the Azores; from there we turned north, cleared the west coast of Ireland, and entered the Channel at the north. One day followed another in monotonous repetition without even one submarine scare. The only exciting event occurred when we were in the war zone supposedly infested with submarines. Up to this time we regarded the lifebelt as a terrible nuisance, but on this day we submitted without remonstrance to its kind protection. We watched our cruiser circle to the rear of the fleet and disappear over the horizon toward America, and our torpedo destroyer also deserted us at this point. We had an anxious hour before we were picked up by a convoy from the British Fleet, which escorted us down the Channel. But the greatest excitement of the trip was when the pilot came aboard bringing news, and the first papers we had seen since leaving New York. We crowded around Baldwin as he read the story of the surrender of Turkey, and the rumors of the signing of an armistice. We learned of the great revolutions in Germany, and concluded with much rejoicing that the war was over.

THE MEN OF THE EMPIRE—II

FROM the moment we landed on British soil we were made to feel the hospitality of the English people. Major Whitmore and other representatives of the Ministry met us on board the *Lapland*, and escorted us from Liverpool to London in a special car, where a luncheon was already prepared for us. We were a jolly party on the train, with songs and stories, and happy with the feeling that our voyage was over, and the "Great Adventure" lay just before us.

Our arrival was marked by the overwhelming realization that we were in a country that knew the meaning of war. London was a city of gloom. The streets were so darkened that you had to "watch your step" in walking. Lights were showing faintly at the street corners, but they were carefully hooded so that they could not be seen from above. Taxicabs had tiny lights, and every window in the city was darkened. We learned from placards in the Hotel Waldorf that under penalty of arrest no curtain should be raised while the room was lighted. The only lights that could be seen from a distance were those that marked the entrance to an air-raid shelter, and their significance only added to the gloom. The congestion of traffic and travel also made us feel that we were near the scene of action. Luckily, the Ministry had provided special traveling accommodations for us everywhere. Traveling independently would have been slow and difficult and impossible without governmental permit.

England was not starving, but was "careful" of her food. We were given food cards which were issued to everybody. These were bordered with coupons which were clipped by our hosts, and allowed a portion of meat three times a week, a package of sugar which we carried with us, and various other articles of food. These coupons were more realistic than those clipped from American bonds, and gave the holder a sense of material value unaffected by market quotations.

Whether or not England was economizing coal, the fact remains that we were cold from the time we arrived until we left. Small open fires and the ever-present whiskey and soda seemed to be the English substitutes for

steam heat. We doubled our amount of clothing, and even appeared at formal dinners with sweaters concealed under dinner coats.

Upon our arrival in London cables were waiting for us telling of the death of Mr. Baldwin's son. He was killed at the front. So our little party received its own baptism of war, and from this time could sympathize more sincerely with the sad but determined faces that met us everywhere. Our feelings were stirred by close contact with the people of a great nation bending every effort to a single purpose and enduring whatever of suffering to a single end, and a kindred feeling was permanently established, for this war was also our war.

So perfect was the plan of the Ministry to have us meet some of the great people of their country and see the social side of English life, that they filled our days with one function after another.

Lieut.-Col. Byllesby and General Biddle of the American Army called the morning after our arrival, and heartily tendered their services during our stay.

Lord Mayor's Parade—

The Lord Mayor's Parade occurred on the afternoon following our arrival. It was not inaugurated especially in our honor, but is one of the traditional spectacles of London. A great parade of soldiers from all countries, captured cannon, floats showing the great machines and operations of war, escorted the newly elected Mayor from his home to his office. He was magnificently apparelled, and rode alone in a wonderful golden carriage which has been used on such occasions for centuries. We think of the City of London as the largest in the world, yet it is technically only a small part of the city as a whole. It comprises only the ancient tower and a section that was originally all of London. The municipal powers of this section do not extend over the other municipalities of Greater London, such as Westminster, and the Lord Mayor has jurisdiction only over this small municipality.

Sutton Place—

On November tenth our party was taken by automobiles to Sutton Place, in Surrey, where we were guests at luncheon of the Duke and Duchess of Sutherland. It was a long, cold ride for thirty miles out of London, and we were quite disappointed to find the only means of heat in the house was small fireplaces. The warmth of our reception, however, went far to adjust the difference in temperature. Sir Mortimer Wilson escorted us





SUTTON PLACE, SURREY, HOME OF THE DUKE OF SUTHERLAND

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to the reception room, where we were presented to the Duke and Duchess, Lady Essex, Mrs. Ward, General Fitzgerald, Captain Grey and Lieut. Bowles.

The palace was built in 1520, and was occupied at one time by Henry VIII. It was magnificently furnished, and included a well-known art gallery filled with old paintings, antique furniture, wonderful tapestries and art treasures. The grounds were beautifully planned, with rose gardens, lily ponds and hot houses. The hard profile of the castle was broken by a line of magnificent Cedars of Lebanon, the seed for which was brought from the Far East hundreds of years ago.

Reception by the Ministry—

On the day that the armistice was signed, the Ministry of Information gave us a luncheon at the Savoy. We wore flags and decorations, and the occasion was made memorable by the significance of the day. General Sims presided, and gave us a cordial welcome.

The following is from the minutes of the meeting:

The Chairman: Gentlemen, we are met here today in this informal fashion in order that before you launch out on your rounds of sightseeing and tours of investigation, our Ministry may bid you welcome. From the very outset of your visit we want you to feel that you have fallen among friends. Trade, they say, follows the flag. We hope it does. Your flag has arrived long since. The greater the volume of that trade, the better we shall be pleased, for though, in a sense, you represent rival industries, we welcome your competition as a salutary stimulant, and rejoice in the knowledge that your success, even though occasionally at our own expense, can spell nothing but additional prosperity for one great branch of the Anglo-Saxon family.

Gentlemen, the thought may be passing through your minds that this was not always the case, indeed, that not so very long ago the outward and visible signs of brotherly affection were all too few between our nations. May be, in those seemingly distant days of peace we on this side were a shade too self-satisfied—a trifle over-prosperous and lethargic. May be, you on your side, in the tempestuous vigor of your national youth, were a little impatient of Old World ways, of Old World creeds and dogmas. But, Sirs, it is only in the hour of calamity that a man first truly finds his soul—it is only in the hour of disaster that he discovers his friends. And, so, it has proved to be with nations. When the Cataclysm struck the world, and our two countries were immersed in the crucible of war, all foolish fallacies and misconceptions vanished in a moment, and for the first time in a hundred years the pure metal of our peoples stood revealed—identical in the basic elements, nobility and purpose—identical in fibre, courage and resolution. In that great hour each found, not only himself, but a long-lost brother. Who can foresee the full result of that wonderful discovery? But the first fruits, at least, are already clear to us; civilization saved, freedom and justice guaranteed to all peoples of the earth. With these as a beginning, what may we not hope for the future in progress and in prosperity, if so be our two peoples only keep clean the white metal of nationhood, and cement with the ties not only of language

and commerce, but also of joint responsibility in the common burdens of mankind, the newly-found and doubly precious brotherhood of our peoples?

Gentlemen, it was thoughts such as these that inspired Lord Beaverbrook when he became Minister of Information. Born in that great Continent from which you hail, son of a kindly Presbyterian Minister, it was in the farms and villages of New Brunswick that he first breathed the pure air of America, imbibing with it a passionate and undying love for its forests and wide spaces, its people and their institutions. In due course he grew up, and the whirligig of fortune sent him far from home across the seas, there to battle in the centre of the Empire for a seat among the Great. Through each step of his career, through each advance into new realms of thought and activity, he carried with him the torches of the New World—Canada and the United States—illumining with them the darker corners of political apathy. Ere long, both in the political and business life of this country, his voice had become generally recognized as a trumpet of the New World, sounding out incessantly a clarion call for a better understanding—for a closer intimacy between the Anglo-Saxon peoples. What wonder then that when opportunity came to him at last to put his teachings into practice, he should be found eager and ready to grasp it. It was only in March of this year, as you probably know, that the opportunity arose, but in those few intervening months, despite the difficulties of organization, despite the weakness of a body all too frail to house so dynamic a will, his genius has succeeded at least in blazing a path in the right direction.

"Let us get to know our kith and kin intimately, and let us help them to get to know us just as intimately," he repeatedly said. It does not sound very wonderful, but simple though it be, we believe that it contains potentialities powerful enough to sway the whole course of future history, and to affect in vital manner the future destiny and welfare of generations to come. It was for that purpose that we invited you here.

As you know, we are a War Organization, created in war for war purposes only. Great news has reached us today. On the last battlefront an armistice has been signed; our sole remaining enemy has confessed himself utterly and inevitably beaten. Thank God for that. The hour is none too soon. Indeed our hearts go out to those, of whom there is at least one among us, for whom it is already too late.

I do not think it would become me on this occasion to speculate on the future of this Ministry. The sentiment of Anglo-Saxon kinship has already taken root so firmly that we may have confidence in its survival. Our principal duty of the moment is to strive to demonstrate to you the magnitude of the part which Great Britain and the British Empire have played in this war; to show you our Fleet, our Armies, our war industries, our factories; to indicate to you the awful upheaval of a Nation's life; the tremendous effort which has transformed a race of free and independent traders into a vast and complex machine of war. We want to prove to you that our purpose in entering upon this war was as disinterested as your own; that our purpose is based on finding a true and durable solution to the greater problems of the world; justice for all; peace and security for every race beneath the sun.

We court your fullest investigation. We invite your criticism. Judge us as you find us. We will not attempt to influence your decision. But, Sirs, if your verdict should be favorable, I confess that we shall be glad, not only because we shall feel that our endeavors have been well worth while, but because also we shall then indulge the hope that fifteen more of our most influential kinsmen from the States are returning home, not as pilgrims

with their devotions paid and done with for another season, but as pioneers in a great and noble cause, eager and willing to assist in lighting on every hilltop over their broad and beautiful country the beacons which shall announce to their peoples the glad tidings of a kinship rediscovered; of a brotherhood claimed and acknowledged by two great nations. Should this come to pass, the fine dream of Lord Beaverbrook will be near fulfillment, for the desire, the sentiment of kinship is already here in your country as in ours, and it requires but the hand of conviction, the spark of enthusiasm in both, to kindle such a flame of good-will and understanding as will assuredly burn brightly down the centuries, fed by an ever-increasing host of staunch adherents of the high ideals and standards of civilization, which are already preached and practiced, by the two great twin democracies of the World—those of the United States of America and of the British Empire.

Mr. H. M. Swetland: I should be certainly lacking in the spirit of the day if I did not think it incumbent upon me to express the sentiment of our party by saying we appreciate all that is being done for us. I may say that we are almost jealous of the British Ministry of Information. That you should have been the first to have thought of this great plan of international brotherhood that is certain to bind these two great nations together, is a matter of inspiration. Now, how you should have happened to have selected this auspicious time, how you could have kept us out on the ocean thirteen mortal days waiting for this wonderful moment, is really beyond my comprehension, for I can safely say you have most successfully planned the hour of this reception. When America went into this war it went in as one great unit. We have two great political parties in the States, but when war was declared, I want you to know, if you don't know it already, that we became one people, one nation and one party, and we have been with you from that date. We may have been slow to accept our responsibilities, but I trust you will feel that we have in some measure made good. England and America, as usual, are on the right side of a great question, and as you said, so I will say that we did not enter this war for any commercial advantage. We did not expect to extend our domain; we did not expect to gain commercial advantages from this great struggle, but we do expect to help you to uphold the great principles that constitute the basis of our joint civilization. Now, I feel that I am monopolizing the time of our real speaker, whom I shall now introduce to make the real response to this toast.

Mr. A. J. Baldwin: I saw in an English journal the other day, in the House of Commons proceedings, that a Mr. Baldwin defended the Ministry of Information. I should like to say that if the Ministry of Information needs any defense they can be sure that there is another man by the same name who will be glad to appear.

Someone has said about America that even God Almighty does not know it except that he knows it as an individual. This is a little difficult to understand, and many people do not understand our cosmopolitan nature, as we have so many nations in our country. In the little village where I live there are 6,400,000 foreign-born or the children of foreign-born parentage; New York, with 8,000,000 of people, has eighty per cent of its people foreign-born or of foreign-born parentage. These various elements in our midst make up America, so whatever our outward appearance may be we want you to understand that America has a British heart. When the world saw the British Empire confronted with a sudden option as to whether it must break its plighted word to little Belgium, and grow rich and opulent as a neutral in the world struggle, or remain true to its traditions and prove once more in the world that there is such a thing as National Honor and National

Morality, they saw her rise, every woman and every man, rise to the emergency to defend the National Honor of England. Then it was that the learned German psychologists who had been planted in our universities, the learned German physicians who were all over our land taking observations of our patients, reported back that America was neutral, and a little later, when the *Lusitania* was sunk and gone, these famous people took the temperature of the patients again, made their diagnosis and reported back that America was unmoved. There they made the mistake, they did not use the stethoscope to determine the heart-beats of America, and so they went on and went on until the decision came, and when the decision came America rose as one unit, first disposing of these elements in our midst which had been planted there for the purpose, and since that time we have been with you in all that is in us, as we were before in our hearts. But at a time like this when the glad news is here it seems so wonderful that certain things should have happened. Why before we left the other side that triumphant march of General Allenby into Jerusalem—what a picturesque thing, how the imagination comes after all these centuries—had taken place. I have read somewhere—I am not sure of my English—but there is said something about how a certain man went down from Jerusalem to Jericho and fell among thieves. That was a long time ago, but it was regarded as a solemn fact, and it is a strange thing that for 2,000 years it has been impossible for a person to go from Jerusalem to Jericho without falling among thieves. I believe from now on, on account of the great sheltering army of the great nations that always stood for truth and honor, and rightly so, you and I, or anyone else will be able to journey from Jerusalem to Jericho without falling among thieves. The last official communique I saw published from the Turkish Government read like this: "We are retiring and the enemy is following step by step." Now I do not know, but I should say as a matter of fact that General Allenby was giving the Turks the greatest Turkey Trot the world has ever known. I do not know that the Turkey Trot has ever been popular in the British Empire, but I judge from now on it will be a popular dance, because compared with the Barn Dance which some of us in our childhood used to know, the future Turkey Trot will be like Chopin's Funeral March. Is it not glorious that the English are passing through the Dardanelles and coming to anchor at the gateway between the East and the West, removing forever that dividing line that has stood between the civilization of the world and Asia, removing forever that barrier that has made it impossible to put down the outrageous happenings that have transpired for centuries in the Holy Land? And then, too, is it not wonderful to think that your General Haig, in all the might and power of the Empire, was able to march back across those blood-stained fields into Mons? And then, too, our own little part. Just think that fifty years ago almost to the day General Moltke won his famous victory at Sedan over the French and so inflamed the German Empire that he made war their one ideal. To America, 3,000 miles away, it was reserved that she should come and take the place, and she came in the name of peace, with the only object of making war impossible for ever. Do you know, it is a little hard to dispose of an occasion such as this without some remarks in regard to the ones who have plunged this world into misery? I should like to refer you to a letter which was written by a boy to his parents just after the Sixty-ninth Regiment had taken part in an advance. He said: "Dear Pa:—We went over the top this morning, and I got a bit of a scratch on my leg, and I am in hospital. I wanted to write you because I knew you would be glad that before I dropped out I sent three Germans straight to hell." When the Censor saw that letter he took out that last word, and added a note—"It is not permitted to speak of the German headquarters." The last official announcement I saw of

the happenings in Berlin was a speech by the President of the House of Lords of Prussia, in which he wound up by saying: "The Kaiser is the first in Prussia, Prussia the first in Germany, and Germany the first in the world." Well, now today, if they will let us add one little word, it will read something like this: "The Kaiser the first in Prussia, Prussia the first in Germany, and Germany the first in the lower land." How else can we refer to those people? How else can you refer to a man, to a nation, who respects not the laws of God, not even the name of the Most High? How else can we refer to a nation of people who do not respect these solemn obligations between nations, which through centuries have been set up, these obligations called international law; how else can you refer to a people or a nation that holds not sacred those laws which are common to all mankind, the sacred things of life, and the relations of wifehood and motherhood? How else can you deal with it except to deal with it in terms we have done? We in America appreciate what you are doing for us today on behalf of the British people. You have always had the reputation of being reserved, and I am so glad that you are making the advances now because I assure you they will be received. There are a great many problems that must be worked out, there may be occasions that will create misunderstandings. I think that few people can comprehend the magnitude of the plan which America conceived and is now in the process of carrying out to accomplish the desired end. A programme so great that figures mean little. Twenty millions of our workers are today engaged in the manufacture of the elements of destruction, and tomorrow the contracts will be cancelled. There were no machines in America to do these things, and our first effort was to make the machines and then man them, with a result that our men who used to receive four dollars a day, are now receiving ten and twelve dollars a day. Then there were not enough, so ordinary mechanics, ordinary laborers, were picked from the common walks of life and were taught these trades, with a result that they are now earning ten and twelve dollars a day whereas not long ago they never received more than two dollars. What is the result? These men with their families raised their standard of living and tomorrow it ends. With the sudden cessation this is one of the readjustments that we will have to deal with, and I am afraid that if we are to keep these laborers engaged it must be by means of artificial laws. I daresay you in England have much the same problem, and it is to this problem of reconstruction that your nation and our own must turn in this great time. I want to say this: We never had an army, and we did not want one, and that was all on account of the treaties made by our forefathers. In your strength which you have demonstrated to all the world, we want to stand with you face to face that there may be no difference or distinction between our common heritage, our common ambitions, and our common land.

Mr. Dodge, in proposing the health of General Sims and Major Wrench paid a high tribute to the Ministry of Information, to its Chiefs, and the members of the Staff.

Major Wrench: I want to thank you very much indeed for drinking the health of General Sims and myself, and I should like to take this opportunity of asking you all to show your sympathy with a member of this party. When I had the pleasure of meeting you at Euston on Friday night, it was my unfortunate duty to tell one of the party that very bad news was awaiting him—that he had lost his son. I want to pay this mark of respect to Mr. Baldwin, who has lost his son, for I think on a day like this it is the hardest of all. I ask you if you will just stand up for five seconds in silence as a mark of our

sympathy to Mr. Baldwin in his great loss, and in the memory of all these men from your country across the Atlantic, from our Empire, from France and from the other countries.

The company stood in respectful silence for five seconds.

Major Holland: I want to say how much the last suggestion of Major Wrench appeals to many of us. I am taking this duty upon myself because I know that Mr. Baldwin's loss is so recent, and therefore so acute in his memory, that he probably would like me to do justice to it. I did not stand, because I am in the same position. I also lost my only son in this war—it is some months ago now—but the extreme bitterness of the grief has passed away. I am sure that Mr. Baldwin like myself would say if I had a dozen sons I would give them all to arrive at such a day as we have arrived at today. The grief, of course, being human as we are, is natural, and it is an added grief to think that having arrived at such a day as this we have not those gallant boys with us to share the joy which we share with all civilized humanity in the great victory we have achieved. What we all feel, I am sure, is this, that not only does today signify the triumph of all that right-thinking men hold dear over the baseness which has plunged the whole world in misery, but it has effected this—it has brought into active real sense the brotherhood of the two nations which have perhaps been too long separated by misunderstandings of each other's characteristics. I ask what should ever have separated us but those misunderstandings which occur so often even in families, to say nothing of nations. But thank God for one thing that the Kaiser has done, which he never dreamt of doing, and that is that he has welded together in bonds which are absolutely indissoluble the American and the British nations.

English-Speaking Union—

One of the first functions that we attended was a luncheon given by the English-Speaking Union, at the Criterion Restaurant, at which were present several hundred members and guests, and which was presided over by Sir Arthur Steele Maitland, Bart., M. P. Besides the members of our party, there were seated at the guests' table: Hon. R. P. Skinner, American Consul General; Lord Desborough; Right Hon. Sir Gilbert Parker, Bart., M. P.; Sir Charles A. Hanson; Right Hon. John Hodge, M. P.; Major Wrench; Sir Campbell Stuart, K. B. E.; Mr. W. A. Ackland; Hon. G. Fleming Moore; Sir Harry Brittain, K. B. E.

The toastmaster in England assists the host in the conduct of the dinner by making announcements in a loud voice behind the speaker's chair: "My lords and ladies, give attention to the toasts, His Majesty, the King—His Excellency, the President."

The response for our party was made by Henry G. Lord of Boston as follows:

Mr. Chairman, My Lords, Ladies and Gentlemen, it is my very pleasant privilege to respond to your most cordial welcome. Your cordiality has been manifested to us from the very moment of our landing. It is a privilege that none of us can fail to appreciate and cherish to our dying day, that we have been able to be with you on the great day of days, yesterday. (Hear, hear and applause.) Every American in our party felt thrilled to the

core when he heard the boom of the maroons at eleven o'clock yesterday. I was passing through Trafalgar Square when the first gun sounded; I was alone. Directly next to me was a British officer, and in the thrill of joy and exhilaration I turned to that man and clasped his hand, and he gave me a cordial response. I knew he was a British officer, and I fancy he did not need any explanation from me that I was an American, but with our natural desire to enlighten the world I thought it only fair to tell him so, and the result was an even more cordial grasp, and we went on to the Palace chatting together like old friends.

It seems to me, gentlemen, that we are in a higher atmosphere in these wonderful days that we are living in, and in this rarer, purer atmosphere there is a great opportunity to break down the barriers of traditions and restraint and differences in temperament that so often lead to misunderstandings. I think sometimes that the very fact that we speak the same language is often the cause of misunderstanding between the different branches of the English-speaking peoples. Because we speak alike we are so apt to think that we are going to act alike in all circumstances. We fail to recognize the difference of racial characteristics. If we met Frenchmen or Italians, the very fact of the difference in language makes us realize that they think perhaps along different lines, and we fail to realize that between the average Englishman and the average American there is really great difference in the less essential details of matters of communion together. Nevertheless, it is these little things that constitute the daily intercourse of life. Fundamentally, we think alike. We have the same ideals of sportsmanship, fair play, decency, justice and honor; and let us never forget that in these fundamentals we have a foundation strong enough and broad enough upon which to build a structure which cannot be overcome by the mere misunderstanding of minor details which are bound to arise. And in this opportunity which is now with us, with hundreds of thousands, yes, millions of Americans on the Continent, it is a wonderful thing that these men should have the privilege of taking back to America the impressions that they have gained here to enlighten their friends and families.

This morning I was in the Eagle Hut of the Y. M. C. A., and the secretary in charge showed me on the wall a map twenty feet long,—it was covered with little flags, tiny American flags. I said to him: "What do these flags mean?" and he said: "We ask every boy coming into this hut to pin a little flag on the city or town from which he comes." That map impressed me as nothing else has done with the extent of the great crusade that has taken place from America to the old world. That map was literally covered with these little flags put there by men who had had no idea of ever visiting France or England, and each one of these men has gained impressions which he is taking back to the United States, and what he tells his friends and his family there will to a great extent influence the opinion which the United States has of the old world. They are the voters of the future; many of them are voters today, but they will be more influential as the years go by. They are the men who are going to create public opinion; and, gentlemen, it seems to me that such Unions as yours can do an invaluable amount of good in promoting the right sort of feeling and good fellowship between the English-speaking peoples. I hope it may not be out of place for me to say here that the work of your British Ministry of Information seems to be along very practical lines toward this great end, not only in our own visit—which I understand is one of several others paid by American journalists—but in the work which they have done in sending to us your representatives to tell us the story of what the British Empire has done. We are a very responsive people. We like to know, but we must be told; and I think it is too much, if you will permit me to say so, a trait of an Englishman to rather take it for granted that if he does a good thing it speaks for itself. That is a highly creditable

attitude to take, but remember that we are 3,000 miles away. We can understand what we are told; we can understand what we read, but we are not mind-readers, and we must be told of the things that are not printed, and which are not so fully known in the United States as you fancy. Therefore, I say that every means that you can take through your organized channel, the British Ministry of Information, is a very wise step, and particularly at this time. Don't let the work stop here. Let it go on in these crucial times. Another very good thing they (the Ministry) have done, and which has come under our observation on our trip over here, is this,—they sent twenty-five or thirty young officers over to speak and to lecture throughout the great expanse of our country. In that they did a very, very wise thing, and they chose a splendid lot of young men. Those young men traveled through our country from the North to the West, from the Pacific to the South, telling the story of the war, and themselves examples of the sacrifice which your boys were making; and they did it in such a nice way that they won friends wherever they went. And it had a very practical effect. So many people in those far Western States of ours had never seen an English soldier before. They knew from his uniform that he was not an American, but they had no idea what he was until they were told, and it was really a revelation to them to meet and hear a British officer tell them first hand the story of the great fight on the Western front. It had a very direct effect in some instances. We had some labor troubles in America; perhaps you have had them here, where the working people do not fully recognize the importance of keeping supplies going to the men at the front. On one of these occasions a young British officer was asked to go out to the works and speak to the men. The men were just on the point of going on strike for what seemed an exorbitant demand for wages. That young fellow went out there and spoke to those men, one section of whom were foreigners. His remarks had to be interpreted. Those men, after hearing him speak, went back to work and they stayed at work, and the proprietor of the establishment said that for the next few weeks the efficiency of the men had been increased from ten to twenty-five per cent. That is a practical demonstration of what the British Ministry of Information has been doing, and I hope it may be continued.

Our own party is just at the beginning of "our great adventure." If we may judge of the future few weeks from what has occurred in the past few days, I know all of us feel that it is the privilege of a lifetime. A great opportunity has been given us, and with it comes equally great responsibility. We have been chosen because we were representatives of many of the different great industries of the United States. We have been invited to investigate, to observe, to criticise if we will; there are no obligations; our tongues are not tied. We are asked to go back and tell and write what we have seen and what we have felt. That responsibility is a great one, for, as the Chairman has said, the business papers in our country occupy a very important position. They are read by a very influential class of people, a class of people who to a large extent form public opinion. That responsibility rests deeply on all of us; but, ladies and gentlemen, let me assure you that we came over in the fullest sense in the most hearty sympathy with the sentiments that have been expressed here today and on every occasion when we have met, and I hope that we may fulfil our mission, so that when we go home what little we may say, what little we may do, may tend to promote the good fellowship and greater cordiality which must and will exist between the English-speaking peoples. (Applause.)

The aim of the English-Speaking Union is to aid inter-communication between the English-speaking peoples of the world. It desires no formal

alliances. It has nothing to do with the Government, but is an independent organization to promote goodfellowship among the English-speaking democracies of the world. The English-speaking peoples possess a common heritage, their language, sympathies, traditions and ideals. The 3,000 miles of unguarded frontier between the United States and Canada is an example of the relationship between the two great English-speaking nations. The task which the Union is now undertaking is to perpetuate and extend this brotherhood for all time.

Creed—Believing that the peace of the world and the progress of mankind can be largely helped by the unity in purpose of the English-speaking democracies we pledge ourselves to promote by every means in our power a good understanding between the peoples of the United States of America and the British Commonwealth.

Membership—Open to citizens of the United States of America and British subjects. The English-Speaking Union is non-partisan, non-sectarian and is open to men and women alike. It does not concern itself with the internal politics of the English-speaking peoples, and membership does not in any way conflict with the duties of good citizenship. It is realized that each member's first duty is to the land of his birth or adoption.

Practical Objects—To establish branches wherever the English language is spoken, with the view of promoting locally every movement which makes for the friendship of the English-speaking peoples. To extend the hand of welcome in every country to English-speaking visitors. To make the English-speaking peoples better known to each other by the interchange of visits, by correspondence, by the printed word and lectures, by an interchange of professors and preachers, by sporting contests, and by any other means. To publish a magazine devoted to the cause of the English-Speaking Union. To take every opportunity through the press and otherwise of emphasizing the traditions and institutions possessed in common by the English-speaking peoples. The headquarters of the English-Speaking Union to be in Washington, D. C., and London, England.

The London organization has for its president the Right Hon. A. J. Balfour, O. M., and Ex-President Wm. H. Taft is president of the American branch. Major Evelyn Wrench of the British Ministry of Information is Chairman of the General Committee.

British Newspaper Conference—

A most impressive occasion was the dinner given on November thirteenth at the Savoy as a welcome to our party by the British Newspaper

Conference. As has been stated, the Englishman demands quite a different publication at his breakfast table than is furnished a citizen of the United States. The editorial comment on the events of the day, and on the things which should happen tomorrow constitute the dominating features of a Continental daily. The news of the morning is in the paper, but you have to look for it. It is not thrown at you on the front page with glaring headlines, as in America, where each paper emphasizes the importance of his news item with a funeral-faced type and an extravagant use of ink. No subject is too subtle or too intricate to receive intelligent editorial comment, provided the matter is considered of national importance. It is easy to understand the tremendous influence of these papers when you have observed the calibre of the men who are conducting them.

At this Conference Lord Burnham, publisher of the *Telegraph*, acted as Chairman, and the following is the list of guests and a report of the meeting as published in the *Telegraph:*

Mr. A. J. Baldwin (Press Association, British Papers), Lord Robert Cecil, Hon. James M. Beck, the Lord Mayor (Sir Horace Marshall), Mr. Oscar P. Crosby, General Sir Ian Hamilton, Mr. W. C. Macon (Editor *The Iron Age*), Mr. Louis Raemaekers, Mr. R. M. Collins, Brigadier-General Sir Cecil Lowther, Mr. F. W. Parsons (Editor *Coal Age*), Dr. G. W. Prothero, Mr. Milton V. Snyder, Mr. G. H. Roberts, Mr. S. O. Dunn, Mr. Arthur J. Baldwin, Captain Twining, the Attorney General, Mr. Paul D. Cravath, Mr. Winston Churchill, Mr. H. M. Swetland (President, United Publishers' Corporation), Mr. Irwin Laughlin, Sir Theodore Cook, Sir Roderic Jones, Sir Reginald Hall, Major Evelyn Wrench, Mr. Wilson Cross, Mr. Lafayette Young, Mr. H. S. Perris, Sir A. Jeans, Sir Henry Dalziel, M. P., Mr. T. P. O'Connor, M. P., Mr. O. R. Baldwin, Sir F. Swetenham, Mr. R. D. Blumenfeld, Mr. David Beecroft, Mr. Lyle Samuel, Mr. Sheriff Fletcher, Mr. Sheriff Smith, Sir George Riddell, Sir Chas. Hanson, Sir Harry Brittain, Mr. J. Heddie, Mr. H. E. Taylor, Colonel Eliott, Commander Boys, Mr. H. C. Parmelee, Mr. F. E. Powell, Major Holland, Mr. Chester Beatty, Mr. Gomer Berry, Colonel Slocum, Sir Arthur Pearson, Mr. E. H. Darville, Mr. Thomas Marlowe, Mr. E. Cunard, Mr. J. A. Spender, Sir A. Hope Hawkins, Mr. Ed. L. Keen, Sir Clement Cook, Mr. A. W. Clark, Sir Alfred Robins, Mr. J. R. Scott, Major Brinton, Mr. J. M. Tuohy, Sir E. Ruggles-Brise, Mr. Robert Donald, Major Dunning, Mr. Archibald Hurd, Sir H. Morgan, Mr. G. W. McKinley, Sir Edmund Robbins, Mr. Fredk. F. Cutler, General A. D. Macrae, Mr. G. R. Sims, Mr. Carmichael Thomas, Chevalier T. Sambucetti, Mr. A. G. Gardner, Mr. W. L. Griffiths, Mr. H. Cole Estepp, Mr. W. J. Evans, Mr. R. W. Allen, Mr. W. L. Courtney, Mr. A. S. Draper, Mr. F. Glass, Mr. A. W. Mann, Captain A. E. Spender, Mr. E. H. Butler, Sir Robert Bruce, Mr. F. R. Kent, Mr. E. B. Piper, Mr. H. C. Robbins, Mr. F. W. Wile, Mr. Edward Ware Barrett, Mr. Howard d'Egville, Mr. F. W. Doidge, Mr. Herschell Jones, Mr. G. H. Mair, Mr. Edward O'Hara, Mr. W. A. Paterson, Mr. E. L. Ray, Mr. H. A. Vernet, Mr. H. L. Aldrich, Mr. Ernest Marshall, Mr. Charles Rook, Mr. H. G. Lord, Mr. H. Davray.

Lord Burnham read the following letter he had received from the Prime Minister:



LORD BURNHAM

Harry Lawson Webster Lawson, Lord Burnham, second Baron, is the son of first Baron Burnham, and was born in London in 1862. He was educated at Eton and Balliol College, Oxford. Lord Burnham is a member of Parliament, and owns an estate of some 5000 English acres. He is the proprietor of the London "Daily Telegraph"



My Dear Burnham:—I am sorry that I am unable to accept your kind invitation to the dinner you are giving to the influential body of American editors who are now in this country. I wish I could have been present to rejoice with you all in the victory for right and freedom to which the great Western democracy has so enormously contributed.

May I also, on behalf of the Government and people of this country, pay my tribute of gratitude to the American Press for its handsome recognition of the share which these little islands and the British Empire as a whole have had in the burden of effort and sacrifice which has led to this amazing triumph?

Yours sincerely,

D. LLOYD GEORGE.

The toast of "The King and the President of the United States" was drunk with musical honours.

England's Ordeal—

Mr. Churchill proposed "The Newspaper Press of America." He said:

I feel I am greatly honoured to have been invited to join in giving the guests who have come across the ocean in time of war from the United States a hearty welcome. I am told that a number of those who are here were cut off from all effective communication with the mainland during some of the most momentous days which have passed in the whole history of the world. They left the United States with the feeling that a long task might well lie before them; that they would come to a scene of intense carnage and destruction. They arrived to find that the work had been achieved, and that peace—or, at any rate, a solemn and justifiable hope of a lasting peace—had been established throughout Europe. I wondered whether those who have come all this distance across the ocean on a mission of high public importance have formed a favourable or unfavourable impression of the way in which the British public is comporting itself in this hour. We are entirely free at this moment from self-consciousness. We have been through too much. This long ordeal has worn us down to the very last ounce of buoyancy and spirit which a population and its Government can show.

For nearly four and a half long years we have heard in our minds, and sometimes audibly, the dull rolling of the cannon in France and Flanders. We have known, day after day and night after night, that this ferocious military machine of war which the Germans had prepared over the lifetime of two complete generations was licking up our cherished and most beloved friends' children, brothers—and that at any moment some fatal message might come carrying grief to our own homes. And we have had wave after wave of effort and enthusiasm, as hope has been succeeded by disappointment, as fears have given place to the possibility of a further and a higher effort. We have had during all this time a continued diminution of our strength. But triumph has come in a fulness which no one could ever have thought possible. (Cheers.) Every word spoken in the excitement of the conflict has been made good in the terms of the treaty of capitulation—(cheers)—and with this came the rejoicing power of the British people after the long and horrible ordeal through which we have gone. (Cheers.) Therefore, I say I trust that you will bear this in mind when you come from the mighty nation across the ocean to the shattered communities in Europe, that the load and the burden of these days will not lift from us, even in our moments of intense rejoicing, but will lie upon us heavily as the years roll by.

Power of Hope—

Nothing would have enabled the Old World to go on with this struggle against those hordes of a long-calculated conspiracy and tyranny which was nursed in Prussia but the fact that the fire of hope was always kept burning in our hearts. It is extraordinary in this the greatest of all the material struggles of the world, how the moral and the mental have decided the issue in the end. (Hear, hear.) Take the intervention of the United States. I have no hesitation in saying, speaking as an Englishman, though half an American—(laughter and cheers)—that the entrance of the United States into the war was the greatest mental effort and spiritual realization of truth which has occurred in the whole course of secular history. (Cheers.) We saw Europe precipitated into Asia by the Crusade. But compare that with the intense realization which has drawn more than 2,000,000 soldiers across the vast Atlantic to suffer and die on the field of France. We offer to you to-night our most respectful tribute of admiration for the great, the brilliant, achievement on the field of war which those American troops have performed. (Cheers.) It was a long and sombre struggle before the result was achieved; but there came the swift advance which carried them with victory to the very historic spot where France was stricken down in 1870. Could there be any more poetically perfect way in which America could have paid her debt to France? (Cheers.) But greater and more decisive than all the physical and material contribution of the United States in this struggle has been its effect upon the mentality of the other Allied Powers engaged in the struggle. (Cheers.)

No one can go on fighting without a continuous and fresh-recurring hope. You have seen what happened to the Germans when hope failed. Their front was unbroken. Their military reserves were still struggling to exact the sacrifice of millions of men in life and limb before they could be conquered. But hope went from them. No further prospect, no new circumstance presented itself to them to give them the expectation and the hope of escape from their situation. It was the message from across the Atlantic which, more than any other element in this struggle, more even than the heroic fighting of our men regardless of sacrifice, burnt hope into every breast in France and Britain and Italy. (Cheers.) Once the United States had hurled her mighty weight into the struggle, there could be no doubt about the ultimate result. (Cheers.) We have lost in this war what we can never hope to recover. You had begun to lose your dearest sons very heavily in the closing months of the struggle, and you will find your manhood scarred during the rest of your lives by the cruel injuries of the conflict. We have all lost in wealth, in happiness, in friends, in vital strength and energy.

Our Gain—

What have we gained? We have all gained the feeling that if such a great cause had to be fought out in the world, had to be fought out by these methods, it was a good thing that we lived to bear our share and part in that aim. (Hear, hear.) We have gained that—everyone has gained that. But in Great Britain and the United States there is an extra gain which Providence has bestowed upon us in this war. We have come together, and we never could have come together in ordinary days of peace. When we look back on our past history and see how the impression of old quarrels was necessarily fortified and developed by the teaching of each succeeding generation, we see that the gulf must have widened as the years and the centuries passed by. But this great struggle, this common cause, which enables us for the future to write our history together, has brought



WINSTON CHURCHILL

Member of Parliament for Dundee, Scotland, is a brilliant man who has occupied many parliamentary positions, and is at present Secretary of State for War of the British Empire. One of his greatest acts, when First Lord of the Admiralty, was in ordering the mobilization of the British Navy, in intelligent anticipation of possible trouble with the Central Powers. He is one of the youngest members of the British Cabinet, and held the post of Minister of Munitions until after the armistice was signed, when he was appointed to his present cabinet rank

us into an association—I care not whether it is association or alliance—into a comradeship begun in the consciousness of a common cause, pursued in faith to a high and an unchangeable ideal, and now flowing forward smoothly and swiftly in a genuine purpose of world-wide welfare, which will enable the British and the American peoples to act together in the closest harmony and sympathy. (Cheers.) The Press has played an extraordinary part in this war, at the outset rigorously excluded from even a public show of the military operations, but afterwards taking charge of the whole front. (Laughter.) It is not possible to fight a great war like this except with a highly-intelligent democracy, and it is not possible to act upon the consciousness of a highly-intelligent democracy, except through the agency of a gigantic and innumerable Press. We have owed to the Press of this country a good many harsh criticisms and a good many rough turns, but in the main it has been the great vehicle which has expressed the national will, and it has been an indispensable element, I doubt not, in that marshalling of American strength which has enabled us to strike this decisive blow in the great struggle. (Cheers.)

A Prophecy and an Epitaph

Mr. A. J. Baldwin, Vice-President McGraw-Hill Co., New York, replied to the toast, referring to what was in the heart of the German Emperor, to the words he spoke, and to what he had done. He quoted a remarkable prophecy by Mr. Harold Frederick, which appeared in the *New York Times* after the coronation of the Emperor in April, 1888. The Kaiser was there spoken of as "utterly cold, entirely selfish, wantonly cruel, a young man without a conscience or any softening virtues whatever. It seems very probable that some future Taine, a century hence perhaps, will write to say that William II of Prussia was a mysterious belated survival of the mediaeval Goths and Vandals—an Attila, belated a thousand or more years after his time." The epitaph he (the speaker) would write of the Kaiser was:

"The only German soldier who never fired a gun,
The only German father who never lost a son,
He called himself the God of War, but he never faced a fight,
And when he crawled beneath the sod, the world just yelled 'Good-night.' " (Cheers.)

Referring to the entry of Great Britain into the war, the speaker said from the moment she took that decision the heart of America was with her. (Cheers.) Americans had the same blood as England, the same common faith and heritage, and they had read that if a man should lose his life he would gain it, and if he should save his life he would lose it. If that was true of individuals, was it not true of nations? They had all been lifted out of themselves to a higher spiritual level. He thought this war would bring them greater patriotism, a world patriotism, and that was what they gained. (Cheers.)

Mr. S. O. Dunn, Editor of the *Railway Age:*

I arise with a sense of complete inability to express what is in my mind and in my heart.

Our party arrived at Liverpool only last Friday—but four days ago. We had been on the sea thirteen days. During that time we were out of touch with all the news of the world—a time during which there was more important news to be in touch with than there ever was before in any equal period in the history of mankind. After we reached Liverpool, we began to learn that the map of the world had been changed since we left New York. We learned that Turkey had surrendered. We learned that Austria had collapsed, and that the Italians had captured 500,000 Austrian soldiers. In due course—I think it was some twenty-four hours after we landed—somebody confided to us that the Americans

had made a great drive and taken Sedan. We learned that Germany was being torn by Bolshevik uprising, and that the end of the war, which we thought far off when we left America, was almost at hand.

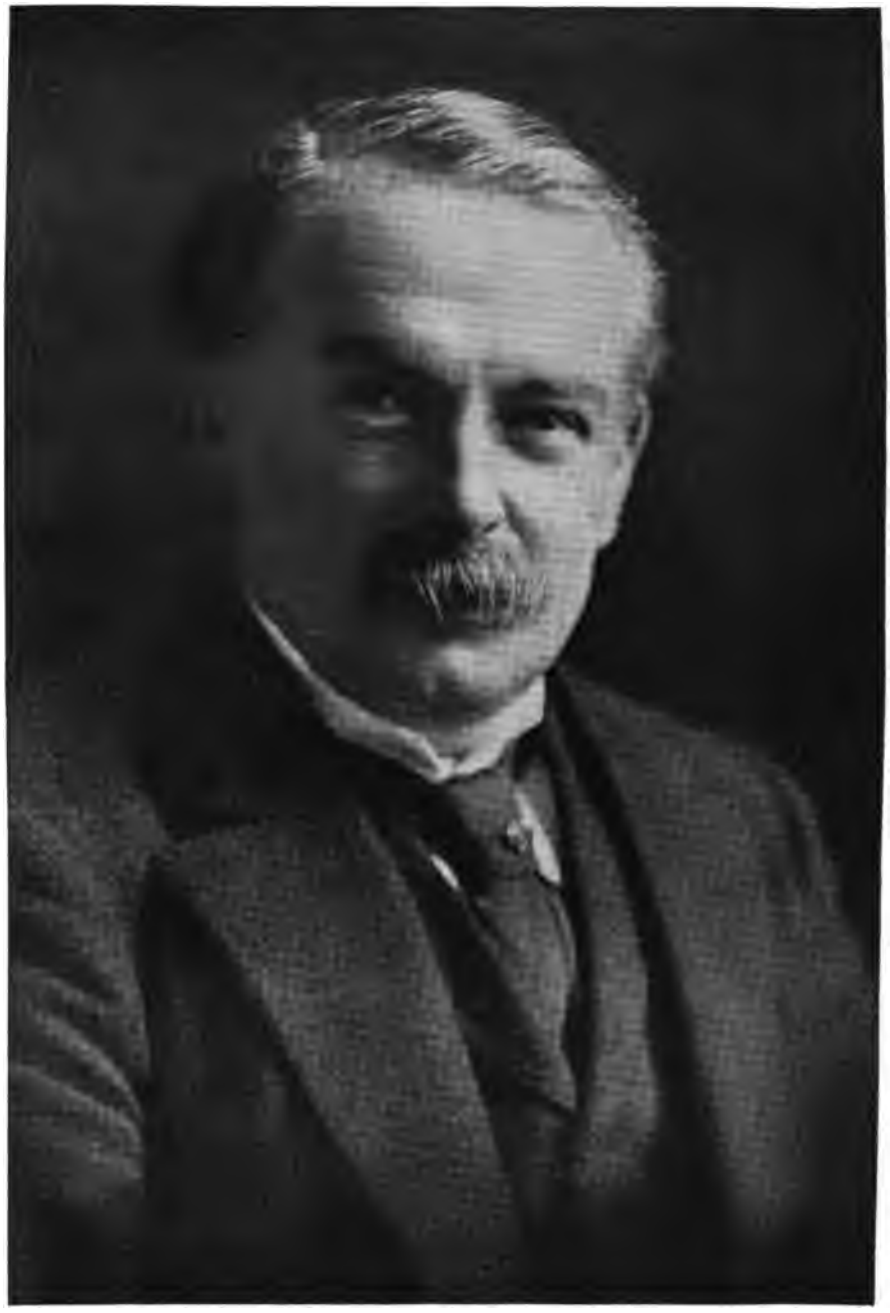
Well, you can imagine what sensations we have had, with all this news crashing in upon us at once. And then, since we arrived in Britain, of what a wonderful outpouring of hospitality we have been the recipients. And since the signing of the armistice, what a wonderful outburst of popular rejoicing we have witnessed. The world has been taught to believe that the British take their pleasures sadly. We have seen no evidence that they have taken sadly the pleasure afforded by the ending and the outcome of this war.

With all the tremendous news of the last two weeks bursting upon us at once, and still fresh in our minds; with the evidences of your generous and abounding hospitality all about us; with this wonderful celebration of the great victory still going on in your streets, need I say we all have sensations which no language could express?

There is no feature of the outcome of this war which gives every true American so much satisfaction as the fact that America had some part in bringing this outcome about. As for myself, personally, there was never a moment from the time the mobilization began in Europe when I was not anti-German and pro-Ally. I had many reasons for assuming this attitude, but I shall mention only two. One of these was that I was in France and England in July, 1914. The other was that I was in Germany in June, 1914. The superciliousness, the egotism, the arrogance of the higher classes of Germany, their bumptious confidence in their "invincible arms" and in the superiority of their institutions, their outspoken contempt for the "decadent" nations around them, and especially for the French and the English, had become so marked and so disgusting by that time that I cannot comprehend how any intelligent and red-blooded American could have travelled in Germany then without coming away with a profound distrust for and dislike of the German government and the German higher classes.

Now, it is well known that in the early stages of the struggle in Europe there were many of our people who were not pro-Ally, but who were pro-German. The number who were pro-German has been exaggerated, but that many were, is certain. The French, the British and the Italians felt that they were fighting our battles as well as their own, and they wondered why we did not come in. Well, you must remember that the United States has the most cosmopolitan population in the world. Furthermore, we have been a peace-loving nation and we have had certain traditions regarding the avoidance of entangling alliances which have exercised a powerful influence upon our public sentiment. Therefore, while there were many of us who thought almost from the start that we ought to get into the war, there were many others who were very slow to be convinced that we ought to get into it. Of one thing you may rest assured, however. This is that there never was a time when the sympathies of an overwhelming majority of our people were not on the side of the Allies. Furthermore, when we did come in, we came as a united people. Never in the history of America was there any subject upon which our people were more unanimously agreed than they were when they entered this war as to their duty to enter it and to spare no effort and no sacrifice to help to win it. Many of us think we were too slow about getting in; thank God, when we finally did get in, we were not too late.

I hope I need not tell you how the fortitude, the courage, the indomitable will, the ability and adaptability that the British people have shown in the struggle have won the admiration of America. The attitude assumed by your great General, Sir Douglas Haig,



DAVID LLOYD GEORGE

Member of Parliament for Carnarvon, Wales, and became Prime Minister in December, 1916, at the most critical period in the great war. He immediately formed a coalition Government representing all phases of British political thought. He is a self-made man, with intense human sympathies and magnetic personality which have carried him through many difficult periods of his great career. He has done more to awaken the national economic life of the British Empire than any other man of any period of its history, and his influence in international affairs has been dominant in forming the great alliance among the civilized nations



has especially impressed and moved some of us. Unity in the command of the Allied armies became absolutely necessary to their success. The spirit of loyalty and unselfishness with which Sir Douglas Haig subordinated himself to Marshal Foch was one of the best evidences he could have given that he was as great as a man and patriot as he was as a soldier.

America came into the war late. Our direct contribution in the active fighting was comparatively modest. Our greatest contribution was that our entrance took the heart out of the Germans and put heart into the Allies. But while we came in late, we came prepared to stay long. I assure you, and my colleagues in our party will support the assurance, that when we left the United States, there was but one sentiment among our people, and that was a sentiment in favor of spending every dollar, putting forth every effort, making every sacrifice and shedding every drop of blood that was necessary to win this war. Having come in, we were determined to show that we merited a place in the ranks beside our gallant brethren of Italy, France and Great Britain.

In conclusion, permit me to express on behalf of our party, to the British people and especially to our gracious and generous host, Lord Burnham, how deeply we are touched by, and how heartily we appreciate, the hospitality which is being extended to us.

America's Lay Energy—

Lord Burnham said he proposed to give a toast that, so far as he knew, had not been drunk in this country, "The Health of the General Staff of the Civilian Forces of the United States," whose invaluable work had not been very different in importance or responsibility from that of the general staff of the military forces. The black coats had won for themselves a fame and a credit on the civil side of this war not far behind that of the more shining glories of the khaki and the blue. (Hear, hear.) The Chief Censor was present, so he should not dare, even though the war be over, to give information to the "transient and embarrassed phantoms" of German revolution who flirted across the tragic stage of Central Europe; but the business men and financiers of America had made good all that we hoped and expected of American enterprise and energy. Moreover, figures after dinner—even the figures of the Ministry of Food—were rather indigestible. (Laughter.) But we knew that America organized her great supplies, even of the inevitable bacon, in the nick of time, to supply the deficiencies of Great Britain and the Allied countries. (Cheers.) This gathering was one of fraternal greeting to the American editors and pressmen who were now in this country, and he should like to say that their visit in itself justified the appointment of our first and, perhaps, last Minister of Information, to whom they cordially wished a complete recovery of health. (Hear, hear.) No time could ever be so vital to the future of the world. The Three Sisters of the Greek myth who span and twisted and cut the destinies of our poor humanity had never, in their three or four thousand years of history, been so busy as during the last four weeks of earthquake and combustion. Never was the old Greek faith in Nemesis, as they called her, "lame-footed and late-punishing," more wonderfully justified. (Hear, hear.) The foundations of our European civilization were being shaken as they never were before, not even in the day of the French Revolution, which the seers of that time thought was the end of the old world and the true beginning of modern history. We must look forward to the testing time that was on us all, and nothing would, he believed, so much tend to bring us safely into the haven of ordered liberty and equal justice as a broad alliance of purpose and sympathy between the newspapers and publications of the whole circle of English-speaking nations in the new world

and the old, if there be any of the old world left. Broadly speaking, they not only used the same language, but they professed the same faith, and practiced the same mystery—the mystery of making up the people's minds for them. They wanted to explain, each to the other, the idiosyncrasies, the prejudices, perhaps also the fine points of national character and customs. They might make more of each other's strength, less of each other's weakness.

Twisting the lion's tail was never a good game if the lion were really a lion—even a sea lion, if he has a tail—(laughter)—and not a jackass stuffed in a lion's skin. This war had shown that there was something of the old lion left. It would not now be thought, perhaps, so much as it had been on the other side, that we had come down to the last match in the tray—the match that never struck. We, too, might see that the real currency of America was not the silver or the paper of her dollars, but the fine gold of high resolve and magnificent achievement. (Cheers.) So in this better understanding might we have the union of the English-speaking peoples, which was the real security of the coming time—the only League of Nations that would have the power, and especially the sea power, to enforce its will in the bewildering multitude of small states that must come out of the present condition of national and international life.

A distinguished American who was his guest that evening remarked to a friend of his that we were "a funny people." The British had done the greatest things in the world, and they did not seem to take any interest in them. (Laughter.) He feared that was our peculiar brand of bunkum—with a touch of the pride of the Pharisees. We were properly proud of ourselves in this war, and we had found our trumpeters in American orators and the American Press. No man had ever praised the British Navy in more resonant and insistent words than Admiral Sims. (Cheers.) No man had ever praised the British Army more than Major Palmer, the American Press officer at the front. (Cheers.) America had its League of Friendship before the States founded their Federal Union. Theirs would be a League of Friendship only, but it would have at its base the words of Lincoln, "Let us have faith that Right makes Might, and in that Faith let us to the end dare to do our duty as we understand it." (Cheers.) In associating the toast with the Hon. Oscar Crosby, the Sub-Treasurer of the United States, Lord Burnham recalled the common debt of America and England to Dr. Page, the late Ambassador.

Still on Guard—

The Hon. Oscar Crosby responded. The civil forces, he said, were not merely those that served the Government. There was a vast body of men who had given in private life all they could to the support of their Government. They had the double feeling, perhaps, that they would have been glad to do something for the Government more directly. Yet there had been a sense of conviction that in remaining in private life they were doing their maximum service for the cause. The task of the civil forces was not yet ended. They must be still on guard and joined to all the men in khaki who were only civilians. Those who remained in black coats must confront the problems that were now so insistently driven upon them. They believed they had driven the great enemies of the human race from the international arena. He thought the problems were more national than international, and that a radical rearrangement must be made if we were to have a durable peace. In the financial aid which America gave to the Entente the civil servants of the United States had been delighted to be able, earlier than their brothers in khaki, to bring some help to winning the war. (Cheers.)

Sir F. E. Smith, K.C., M.P., proposing "The Health of Our Host," said Lord Burnham was a director of one of the greatest organs of the Press in this country. He did not know whether it would be possible to say that on every great issue which had called for public discussion *The Daily Telegraph* had been right or wrong, but this he did know, that there never had been any question on which the fortunes of England and the maintenance of a strong, patriotic, anti-defeatist Government depended which had not from the first to the last commanded the enthusiastic devotion of Lord Burnham and *The Daily Telegraph.* (Cheers.) When the first Coalition Government came into office Lord Burnham and his paper saw that, whatever its faults might be, it stood for England and the Empire and the Alliance, and never did he waver in his support of it. He remembered well some of the crises which perplexed them in those days, and he should be slow to claim that their decisions were always right, but until there was a Government which could replace it, it was the duty of the Press of this country to support it in an age in which everything was essentially dynamic and uncertain. (Hear, hear.) It was then that the Prime Minister, Mr. Asquith, who supported for many years a great burden, vindicated the honour of these islands when he uttered a sentence which would live as long as any sentence in the classical speeches of Thucydides, "We will never sheathe the sword, which we have not lightly drawn, until we have crushed Prussian militarism." (Cheers.) He was addressing men who were very familiar with what were commonly known as "stunts." It was much easier to oppose than to support, particularly when things were going badly; and when the fortunes of the state seemed to be rocking in the balance and we had reached what might have seemed to be the darkest moments of the war, Lord Burnham never despaired of the Republic, never withheld his support from those upon whom the fortunes of the Republic depended. Our American friends had done us more than justice in their recognition of what England had done in this war. (Hear, hear.) Their President had stood amongst the Press the exemplar of a single-hearted spirit of patriotism. (Cheers.)

Lord Burnham, responding, said he neither claimed nor desired to claim any more than to have done his best to uphold the traditions which had been handed down from the earliest days of our freedom. The British Press, in a sense, had no doubt given the lead—and perhaps set the standard—to the Press of the English-speaking countries, but it had learned much from the American Press, and it was their pride that in all the English-speaking countries the tradition established long ago had been maintained. (Cheers.) Nothing could be more magnificent than the unanimity and patriotism with which the American Press had supported what it believed to be the cause of freedom and justice. (Cheers)

Luncheon by Sir George Perley—

November thirteenth our party was given a luncheon at the Savoy by Sir George Perley, High Commissioner for Canada. It was interesting to note the attitude of England to her great American colony, and to note the difference between a Country and an Empire. We felt quite at home with our Canadian neighbors. In the first place, they really spoke the English language, and their problems of life, liberty and the pursuit of happiness are very similar to our own. We have crossed and recrossed the imaginary line separating us without knowing it, and as neighbors we have taken a

mutual interest in affairs, and the trend of our industries has crossed and recrossed to mutual advantage. We had felt from the beginning a neighborly pride in the wonderful participation of Canada in the great war. One of Canada's sons, Mr. Dixon, employed in our own offices, had promptly answered the call of his country, and had written us many accounts of the activities of his men in the operation of machine guns. We were particularly proud of the fact that our host himself acknowledged with pride his nativity to the State of New Hampshire, and that led us to recollect that the Chairman of the English Railroad Board, formerly general manager of the Great Eastern Railway, was at a still earlier date manager of the railroad system of Long Island. This led us also to claim Lord Beaverbrook himself as a native American, and his great interest in American affairs and the relations between the English-speaking nations has given him a lasting relationship.

In proposing the toast of "Our Guests," Sir George Perley said that until the armistice was signed there was no public statement on the subject, no premature rejoicing, and all the people here carried on just as if they expected the war to last some years longer. The result has shown that people who governed themselves were able to protect themselves. It had often been doubted by many whether democracies could really protect themselves against autocracy. Now, we knew that they could, and we had demonstrated that we had the proper system of government, and we hoped and believed that we might help the rest of the world to get these blessings as well. Sir George Perley referred to the close relationship which existed between Canada and the United States, and reminded his hearers of the great part the United Kingdom, and especially the British Navy, had played in the war.

Mr. H. M. Swetland, responding, said that they were not here to pass the pleasantries of the hour. They were here to consider some of the greater things which must follow in the steps of this great war. Now that the sound of the cannon had passed beyond their hearing and they were not privileged, if it might have been a privilege, to be at the front during the fighting, it seemed to them, as Americans, that there were some great questions which must come before the English-speaking people—questions of reconstruction. Every way they looked and every way they turned they found that they were confronted with new conditions. The principles of democracy are permeating every form of government. By the people and for the people must be the basis of intelligent government, whether it be republic or monarchy in form. The welfare of all the people of a nation must have first consideration. Class legislation and eventually

politics must be replaced by pure regulations and progressive statesmanship. Capital and labor must unite on a common constructive policy. The division of profits must cease to be the dominant contention. Increased production must have first consideration. Instead of curtailing its efficiency and penalizing production, labor must encourage industry and expect reward proportional to individual effort. Capital must take the intelligent worker into his confidence and give him a voice in the problem of production. Capital must be alert to recognize the intelligent progress of production, and keen to share increased profits with her partner. Civilization today demands less accumulation to capital and less poverty to labor, based, however, in either case on the integrity and intelligence of the productive effort.

All these matters were going to need the most careful consideration of the best thinking men in the world. They had been invited here to do their part in this great reconstruction work. They would study the conditions carefully. They had great confidence in the future, and believed that when England and Canada and Australia and America joined hands they would reach the answer.

Mr. F. G. Glass, proposing the health of Sir George Perley, said that they had seen the spirit of Great Britain under conditions that were most valuable in character. They would go back to America very heavy with their sense of appreciation and with their knowledge of the conditions of Europe. We were going to have trouble, of course, in future in handling the world problems. President Wilson, in his speech to Congress the day before, merely outlined some of the serious problems we English-speaking people would have to tackle. We had the greatest responsibility placed upon us today that we had ever had in the history of the world. There was to come the real test of our civilization to be able to assimilate the fruits of our victory for the benefit of the world in order that it should be a permanent and a useful victory.

Sir George Perley, in reply, said the League of Nations was something that we all hoped for, but if unfortunately it should not be brought about, it seemed to him that the alliance between the English-speaking people—the United States and the British Empire—ought to be quite enough to guard the peace of the world.

American Chamber of Commerce—

On our way to the Savoy we called at the office of the Chamber of Commerce in London. This organization is performing a great service to the world-wide business of all countries. Its plans for a combination

and inter-relations with the important Chambers of Commerce of all important countries of the world is attracting much attention, is well under way, and is capable of performing great service to the international business relations of the world.

Drapers' Organizer—

Our party paid a visit to the offices of the "Drapers' Organizer." These people are important art printers, employ a large number of artists, and have recently been doing a tremendous amount of art printing for the Government. Their art work is of the very highest order. Their publication is extremely artistic, and presents English textile products to foreign and domestic buyers in a very instructive and attractive manner, and we were much interested in comparing our own products and methods in this direction with this well-organized and highly specialized production.

We met at the "Drapers' Organizer" Mr. Hobart Jackson, Editorial Director, and Mr. Theodore A. Stephens, Managing Director, who escorted us to luncheon at the Carlton Hotel, where we met a large number of distinguished guests, among whom were: Right Hon. Winston Churchill, Minister of Munitions; Lord Desborough, Chairman of the London Chamber of Commerce; W. Joynson Hicks, M.P.; William Wallace, Director, National Trade Press; General Sims, Roy Somerville, Chairman, National Trade Press; A. A. Martin, Director, National Trade Press; Sir Woodman Burbidge and John C. Curtiss.

At this luncheon I was seated next to Mr. Churchill. We fell into a discussion of Wilson's idea of an international peace. Churchill said to me, and afterwards repeated in his speech: "There will be more wars. Each country has its interests. An international congress will split on grave problems, and the split will cause war." He advised a congress with power to know the secrets of every country and its war preparations, and put this forth as a great preventative. I urged that if the civilization of England could enforce peace between the colonies of the British Empire, an international congress, backed by military police, could enforce peace between the nations. To this Churchill demurred and replied, "England will never give up her navy."

Dinner by General Smuts—

The Right Hon. J. T. Smuts, Lieutenant-General of the British Army, also gave us a dinner of welcome. General Smuts began his career as a Boer soldier. He was one of the most successful leaders of the Boers in

that country's war with Great Britain, slightly more than twenty years ago, and provided a concrete instance of British success in harmonizing alien interests, and using them for the common good in times of stress. When the call came, General Smuts took complete charge of military affairs in South Africa. He raised and trained troops, mobilized all possible effectives, arranged for supplies and transportation, and conducted a most effective campaign throughout those portions of the African wilds which were under the German heel. The General was no less a born military leader than he afterwards proved himself to be a statesman. As soon as his military work was effectively accomplished, he went to London, where, as a member of the War Council, and in political meetings he aroused intense enthusiasm among a class which had apparently not hitherto fully realized that their country was not only at war but in dire peril. He now talks and fights like a staunch Englishman.

Admiral Jellicoe, Arnold Bennett, Lord Islington and other distinguished gentlemen attended this dinner.

In the course of a statesmanlike speech, General Smuts paid tribute to the beneficent régime which Britain has always endeavored to establish in her colonies and over conquered peoples. One could but contrast the attitude of those peoples who have been conquered by the Germans during the past four years.

Mr. Parmelee, who is also a distant son of Holland, responded as follows:

General Smuts and Friends:—It gives me sincere pleasure to say on behalf of the members of our party that we have listened with approval and admiration to the statesmanlike speech of our host. For my own part I acknowledge some surprise at hearing these remarks from the lips of a soldier. We have been accustomed to think of soldiers as men of action who leave politics and state-craft to others; but the combination of these qualities in General Smuts explains his peculiar title as it appears on the menu card this evening. I could not help wondering why it should be "Lt.-General The Rt. Hon. J. T. Smuts," but it is now quite evident that the combination acknowledges his qualifications for state-craft as well as for military affairs.

I greeted you simply as "friends" because I could think of no more appropriate or sincere word to explain the relationship which I think we all want to see between the English and American people. You may have heard the definition of a friend as we have it across the water—"one who knows all about you and likes you just the same." That is what we hope to accomplish through a brief visit among you—to learn something about you and still like you. In the same way it is to be hoped that we may retain your friendship after you have discovered many of our little peculiarities.

I sometimes think it is unfortunate that the only idea of an Englishman that many Americans ever get is from the exaggerated type which appears on our stage. As depicted in our dramas and comedies, an Englishman is usually an insufferable snob, wearing a monocle and speaking with a broad accent. This impression is probably so widespread

that I think many Americans would be surprised not to find the type prevalent in London. We have not seen them and if you really have any of them you probably are keeping them in seclusion.

It was a great pleasure to me during dinner to discover that our host, General Smuts, and myself are distant relatives. It seems likely that 200 years ago our forefathers, or mothers, chatted together over the back fence. At that time Holland was the center of culture in Europe and our recently defeated enemies were the same barbarians they are today without the veneer of civilization. For various reasons our respective forefathers saw fit to emigrate from Holland and probably left about the same time—his going to South Africa and mine to New Amsterdam or what is now New York. Since that time the Boers of South Africa and the people of the American colonies have had their differences with the English people but those differences are so completely adjusted today that we find General Smuts in the military service of the country by which his people were vanquished in battle, while Americans have been proud to serve with English forces against a common enemy.

I am sure that the prospect of continued harmony among the English-speaking people is greatly enhanced by such simple functions as we are enjoying this evening. It is difficult to quarrel with those whom we know well and for whom we have respect. The war has inevitably increased the mutual respect of the American and English people and I am sure that with the special efforts that will be made by both nations there is little prospect that we shall again become estranged. The time has arrived when the English-speaking people are to direct the affairs of the world. This is not because we sought it but because we could not approve of the methods adopted by whose who tried to impose upon us Teutonic ideals. Having set these aside the very definite duty devolves upon us to see that we take constructive measures to make the world a decent place in which to live.

Call on Lord Northcliffe—

On the morning of the fifteenth, our party made a formal call at the home of Lord Northcliffe. He received us in his library in a businesslike manner, and asked us at once whom we wished to meet in England. We said that we wished to meet those interested in the industrial development of the Empire. He replied: "I will arrange that upon your return from Scotland."

American Chamber of Commerce—

Our meeting was brief, and we hastened away to a luncheon given by the American Chamber of Commerce. General Sims, of the British Army, presided, and Admiral Sims, of the American Navy, made the principal address. He described the importance of the Navy in the war; showed conclusively that the control of the seas was the dominating factor of success. He spoke of the harmony of action between the British and American officers, and told how the American Fleet was placed at the disposal of the British. He dwelt on the importance of international acquaintance, and the

necessity of knowing the personal characteristics of our people, and illustrated his point by one of his famous stories: "A Frenchman enters a car, bows to the people on the right and on the left, and apologizes for his interruption. When he leaves the car he again bows right and left, and leaves with an implied apology. An Englishman enters a car, sees no one, and seats himself with an atmosphere of ownership. An American enters a car, sees everybody, bows to no one, and when he sits down you know he does not care a damn who owns the car!"

City of Edinburgh—

The most formal receptions that we attended were those in Scotland. The Lord Provost of Edinburgh and the City Directors entertained us at dinner in the City Chambers. The city buildings contain not only the council chambers, libraries, art gallery and museums, but great reception rooms and banquet halls. We were conducted to the anteroom, where our wraps were removed, and then were ushered into the presence of the Lord Provost and the City Directors.

It was somewhat disconcerting to have our names announced in stentorian tones by a uniformed attendant as we entered, and to be confronted with a line of the Directors, headed by the Lord Provost, all decorated in the regalia of their respective offices. Each had a necklace of gold and jewelled medallions, ending at the bottom with a large medallion representing the insignia of his particular office. The Lord Provost extended his hand to welcome us, and we went down the line. At the end, we found ourselves lined up on the opposite side of the room facing our hosts like a military review. Resolved to break the ice, I walked across to the line of dignitaries, boldly reached for the emblazoned medallion and asked for an explanation of the meaning of the decoration. This was given to me in such broad Scotch that its meaning is still an unanswered enigma, although the cordiality with which it was given assured me that it was all right.

After a few minutes of attempted conversation, the stentorian voice came to my rescue and announced dinner. We marched down past the fifteen or twenty City Fathers into the banquet hall, two by two, each of the guests accompanied by one of the officials. I found my neighbor at my left at the table to be an important Scotchman, the publisher of *The Scotsman*, the great daily of Edinburgh. He kindly wrote his name on the back of my menu, but inasmuch as his writing was as broad as his dialect, it was of no great assistance to my memory. The dinner was conducted in great state and formality. We were served with the famous

Scotch Haggis. The Lord Provost, Sir J. Lorne MacLeod, presided. Among those present were:

Lord Scott Dickson, Brigadier-General Sir Robert Cranston, Colonel Sir Robert Moncrieffe, Colonel Blair, the Rev. Dr. Wallace Williamson, Mr. James Law, Mr. James P. Croal, Mr. A. Darling, Master of the Edinburgh Merchant Company; Major Hule, Chairman of Edinburgh Paris Council; Provost Lindsay, Leith; Mr. Gordon Douglas, Mr. Robert Wilson, and Mr. Rufus Fleming, American Consul. The guests included Messrs. Ernest Harlin Abbott, *The Outlook*, New York; Jackson Fleming, *Christian Advocate*, New York; Dan Drearlet Brummitt, *Epworth Herald*, Chicago; R. W. Gammon, *Congregationalist and Advance*, Chicago; Clifton Doggett Grey, *The Baptist Standard*, Chicago; William Revell Moody, *The Record of Christian World*, East Northfield, Mass.; William Douglas MacKenzie, President, Hartford Theological Seminary; Philip Howard, *Sunday School Times*, Philadelphia; Charles Clayton Morrison, *Christian Century*, Chicago; Guy Emery Skippler, *The Churchman*, New Jersey; H. L. Aldrich, Editor *Marine Engineering;* Roger W. Allen, Editor, *The American Hatter;* David Beecroft, Editor, *Automotive Industries;* A. W. Clark, Editor, *American Paint and Oil Dealer;* Frederick F. Cutler, Editor, *Shoe and Leather Reporter;* E. H. Darville, Editor, *Hardware Age;* H. Cole Estep, Editor, *Iron Trade Review;* Samuel O. Dunn, Editor, *Railway Age;* H. G. Lord, Editor, *Textile World Journal;* W. W. Macon, Editor, *The Iron Age;* H. C. Parmelee, Editor, *Chemical and Metallurgical Engineering;* Floyd W. Parson, Editor, *Coal Age;* H. M. Swetland, President, United Publishers' Corporation; H. E. Taylor, Editor, *Dry Goods Economist;* Arthur J. Baldwin, President, Associated Business Papers.

The Lord Provost, in proposing the toast of "The Guests," said America's entry into the war came to their people as a great moral approbation of this country's policy. It filled them with great joy and sustained their courage, resolution and endurance to an extent which was hardly calculable. America's contribution towards the happy result of last week, in men, money, foodstuffs and material, they deeply acknowledged; it was undoubtedly the determining factor in the situation. They welcomed that and every opportunity of exchanging views and sentiments with the delegations from America. They desired to come into closer understanding and cooperation because they believed that the association of the two English-speaking peoples was necessary for the safety and the preservation of the liberties of the world.

Mr. Beecroft, replying on behalf of the business group, said that while Edinburgh did not rank as a manufacturing center, it had always been highly appreciated and recognized throughout America as one of the great educational centers of the British Isles, and connected as they were with the various industries the delegation did not fail to recognize that education stood as the basis of industry. This war had been called a war of smokestacks and machinery, and as industry had played a wonderful part in the war, so would industry continue to play a still greater part in the

reconstruction programme that had already been entered upon. The belligerent stage of the war had taught them the one great lesson of co-operation and concentration, and now that they had passed that stage Britain and America must work together as fellow-nations in the problems concerning humanity that lay before them. They felt that they were on the threshold of a new epoch, and that upon this generation rested the burden of so framing and fashioning the principles that were going to govern this epoch, that honesty in business and international honesty in business would never be questioned. A new power had come into this great Empire because of what women had done since 1914. Britain was ahead of them in that regard. Following the signing of peace their fondest wish was that there would be an ever-increasing business relation between the two great Anglo-Saxon nations.

Mr. Abbott, New York, who responded for the other group, said there was a report that the President of the United States was considering a visit to this land. Whether he came or not he was sure that all those who came from America would agree that if their King should go to their land, he would be royally welcomed. America was not a Republic; it was a Consular Republic, and the President was not merely a political leader, the head of a Government, but the symbol of a nationality. Scotsmen who had gone from this land to America had contributed to its character some of those qualities which they liked to think were among the greatest. The Lord Provost had been generous beyond their expression of appreciation in his estimate of what America had done in the war. They knew perfectly well that Great Britain would never have been defeated. America's coming into the war did not avert defeat. It might have hastened victory. Great Britain did not need saving, for they had saved their own souls when they entered the war in August, 1914. America came in because they needed the same kind of salvation, and knew that it could be won in no other way, for the soul of Britain and America consisted of their faith in liberty and law. Although despotism was the enemy of that ideal, the opposite extreme, anarchy, was likewise an enemy, and in the days to come America and Britain were going to face together the common problems that confronted them.

The toast of "The Lord Provost" was proposed by Mr. Arthur J. Baldwin, in the course of which he said:—

"No one person could precipitate our country into war, and even if such power were possible, we would be of little service unless the people of our country were stirred to demand such procedure. It required some time to awaken the whole country to a realization of the necessities and to get away from the long-standing principle that each continent

should regulate its own difficulties. But when we did start we placed our full support, believing in the movement, and at the close America's full force was with the Allies."

We joined as best we could in singing "God Save the King," and then we asked permission of the Lord Provost for our party to sing the words of "America" to the same tune. The last trace of stiffness disappeared from the gathering as our voices mingled in the common anthem, "Auld Lang Syne." The picture as we stood around this festive table, with our hands crossed, grasping with our right hand the hand of our neighbor on the left, and with an up and down movement keeping time to this great historic melody, will always remain vivid in our memory.

City of Glasgow—

The dinner given by the Lord Provost of Glasgow was almost a duplication of the stately scenes which we had witnessed in Edinburgh. Our host was still more Scotch on this occasion, and after a wonderful display of oratory in the Scotch dialect, he ended with the statement that as we were all of English descent we spoke the same language. In these Scotch cities leading citizens are members of the city government. There are no political parties, and the city's business is conducted as a great business corporation. Glasgow is one of the most progressive cities in municipal control of public utilities, operating its own gas, lighting and water works and street railways. It also owns many blocks of municipal dwellings for workingmen which are leased at very moderate rental, which tends to keep the rents of private owned tenements at a reasonable price. Glasgow's growth in the past ten years and particularly since the war has been very rapid. It has now a population considerably exceeding a million, and is the second city in the British Isles.

Mr. H. L. Aldrich made the response for our party as follows:

Mr. Chairman and Gentlemen: It is with much pleasure that I make this, my first appearance in Scotland, for most of my ancestors came from this country. The original ancestor left Scotland in 1636, and many members of the family since this original ancestor were of Scotch birth or descent. Probably nothing that I can say to you will interest you so much as to give you a little idea of what we are doing in America in shipbuilding. Before the war, a shipyard that had eight or ten launching ways was regarded as a yard of very large size. We had a few such yards, but they were not kept very busy, owing to the fact that shipbuilding was not a great industry with us.

Soon after the Huns started in with their submarine campaign, it was evident that there would be a great demand for vessels, and this demand was made very urgent in a speech by Mr. Lloyd George, in which he referred to the great necessity for "ships and ships and still more ships." To supply the necessary shipbuilding facilities called for, the United States Government established several shipyards, two of which are so large that a

little information regarding them will interest you. It was absolutely necessary to establish these new yards because the existing yards were filled up with all the work for the United States Navy, in building battleships, cruisers and especially destroyers, that they could possibly build.

The largest yard established by the United States Government is referred to as the Hog Island Shipyard. This is on the Delaware River, just below Philadelphia. It extends for over a mile and a quarter on the west bank of the river, just below where the Schuylkill enters the Delaware. Along this expanse of over a mile and a quarter are fifty launching ways, a very remarkable sight when seen from the deck of a steamer in the river.

This yard is divided up into ten distinct shipyards, each with five launching ways. Orders have been placed in this shipyard by the Emergency Fleet Corporation, a branch of the United States Shipping Board, to build 110 ships, each of 7,500 tons D. W., and seventy ships of 8,000 tons D. W. Included in the latter are a number of fifteen-knot troopships so-called. When our troops are all returned from France, these troopships will probably be changed over into passenger vessels to sail the seven seas.

The next largest shipyard is the one established by the Submarine Boat Co. in the Newark Meadows, about ten miles from the center of New York City. In this yard are twenty-five launching ways. The company has a contract for about 140 vessels, each of 5,500 tons D. W., but in order to be prepared for future business, the launching ways were built large enough and substantially enough to accommodate vessels of about 8,000 tons.

The type of vessel being built in this yard, as stated, is 5,500 tons dead weight. Each of these vessels calls for the driving of about 425,000 rivets. About twenty-five per cent of these rivets are driven in the fabricating shops, where much of the framework and plating is fabricated. Each ship is 335 feet, 6 inches over all, 46 feet beam, 22 feet, 11 inches load draft, and has 1,500 horsepower. The propelling machinery consists of turbine reduction gears, and propellers make about ninety revolutions per minute. The estimated speed is ten and one-half knots.

As a matter of fact, neither the Hog Island Shipyard nor the Submarine Boat Shipyard can be spoken of as a shipyard in the full sense of the term. They are not shipyards; they are simply assembling yards, as a greater part of the material going into these ships is fabricated in other shops. This is well illustrated by the fact that ninety-six per cent of the material used in the 5,500-ton ships building at the yard of the Submarine Boat Company is fabricated in outside shops. These shops include twenty-eight steel mills and fifty-six other shops of various kinds, in which the fabricating is done.

When I left New York, the General Manager of the Submarine Boat Yard told me that he was turning out about six ships a month, and he was hoping a little later to be able to deliver to the Emergency Fleet Corporation twelve completed ships a month. The description of these two yards will show how different business is in America from what it is as a general rule in your shipyards. Today we had the pleasure of spending several hours in the yard of Sir William Beardmore. Just think of the money that a concern of this kind must be making, when it is considered that there is a profit at every stage in the operation of furnishing and fabricating material. This company mines its own ore in its own mines —one profit. It carries its own ore in its own vessels and delivers it at the steel mills in Great Britain—another profit. It makes its own castings, plates and shapes—another profit, and so I might go on, naming the different stages through which the iron and steel pass in building hulls, boilers, engines, both reciprocating and turbine, and other parts of ships. Just think of the great amount of profit a concern like this can make.

In America we specialize so closely that in many of our shipyards not even the deck and engine room auxiliaries are built. Whether one system is better than the other is fortunately a subject upon which I do not have to pass. Great Britain has been a maritime nation for many centuries, and will undoubtedly continue to be a maritime nation, and in spite of all the vessels that we are building, I do not imagine that you are worried very greatly over the possibility of being driven from the sea. I can imagine that we in America may perhaps build cargo steamers cheaper than you can build them here, and it may be that we will become the great nation to build cargo vessels, as they can be manufactured on a large scale rather than to be built individually. The passenger vessels are different propositions. They require individual attention, and I do not suppose there is much doubt but that Great Britain will continue to be the great place where passenger vessels will be built for years to come.

I thank you.

Crawford Dinner—

On the evening of the twenty-third we were back in London, and attended a dinner given by Mr. W. S. Crawford. It was an opportunity which brought together a large number of publishers and advertisers. Mr. Crawford is particularly interested in advertising, and has done much to promote the business interests which he serves in this direction. The specially invited guests were General Townshend, Sir Thomas Lipton and Admiral Sims. We were again served the famous Haggis and a snifter of Scotch and various other things to the content of our most exacting epicure. The advantage of cooperation between publisher and advertiser was fully discussed in the welcome given by Mr. Crawford, and the power of practical advertising was presented in a forceful manner, with many instances given from personal experience. Sir Thomas Lipton did not need to endorse the advertising sentiment, for we had already observed "Lipton's Tea" in elaborate display in all forms of advertising. Admiral Sims acknowledged the power of the press, spoke of the assistance rendered on many occasions both in creating sound public sentiment and in correcting wrong impressions, and concluded with his famous pie story which has been given much publicity in the English press.

Sir Thomas J. Lipton—

The twenty-fourth was made memorable by a visit to the home of Sir Thomas Lipton, who had invited us to come to luncheon and to stay for tea. His home is filled with curios collected from all over the world, and his mind is a reservoir of incidents, beginning with his arrival at Castle Garden as an immigrant, to his present acquaintance with kings and queens of all nations. The simplicity of his manner lent charm to his hospitality. His sportsmanship is well known. His eye is still on the yacht cup which he is



PRINTING HOUSE SQUARE 50 YEARS AGO



PRINTING HOUSE SQUARE PRESENT DAY

about to challenge. He is particularly proud of his Ceylon tea, and a great producer of it as well. His merchant ships were turned over to the hospital service of his country when the war began, and he, personally, superintended this work. He lives in one of the finest houses in the suburbs of London, and has a retinue of Chinese servants dressed in their native costume and wearing a wonderful comb, which surrounds the head at the top under the queue. He presented us with a shamrock pin and a silk handkerchief beautifully embroidered, and promised us a package of his famous tea when we arrived in New York. He is a bachelor of about seventy, hale and hearty, and his genuine humor and kind invitation to come again were much appreciated.

Luncheon at The Times with Lord Northcliffe—

Pursuant to his promise that our party should meet the great industrial leaders of the Empire, Viscount Northcliffe honored us with a luncheon in *The Times* office at Printing House Square, on November twenty-ninth. We were on historic ground. The site of the buildings was occupied as a large and important monastery in the thirteenth century. It was occupied by King Edward II in the fourteenth century, and Parliament was here assembled. In the fifteenth century the monastery was occupied by the Emperor Charles V, and later by Henry VIII, who held here the "Black Parliament." After the monastery was abandoned by the Black Friars, the region was devastated by the great fire of 1666, and a year later there was built on this spot the King's Printing House, from which Printing House Square takes its name. In 1770 the King's Printers of the time moved to another place of business. In 1784 it was taken by the first of a family that has ever since been identified with the spot, John Walter, the founder of *The Times*. The buildings have since been enlarged and reconstructed, notably in 1874, and now occupy the whole square. It is a strange fact that the man who founded *The Times* was neither a journalist nor a printer. About 1783, John Walter, who had been first a coal merchant, then an underwriter of shipping, bought the patent rights of a method of printing by means of "logotypes" or fount composed of whole words instead of separate letters. He inproved the device and set up as a printer in Printing House Square. On January 1, 1785, he started a little newspaper called *The Daily Universal Register*, and on January 1, 1788, the name was changed to *The Times*. Thus began the career of this great newspaper. John Walter II became manager of the paper in 1803, and remained in control until his death in 1847. He aimed to keep *The Times* independent of

governments or parties, and of his own contributors and advertisers, and in his day the paper achieved its reputation of being no party organ. In 1847, John Walter III succeeded to the management of the paper, and at his death in 1894 his son, Arthur Fraser Walter, became chief proprietor. John Walter IV is now Chairman of the Board of Directors of the paper which was founded by his great-great grandfather. In 1908 Lord Northcliffe became the principal shareholder in a newly formed company owning the property. *The Times* has always been quick to take up great national movements in times of stress, notably *The Times* Red Cross Fund, which raised during the war more than $55,000,000 for the sick and wounded soldiers of the allied countries.

The following is a report of the meeting as published in *The Times:*

The American trade editors who are in England on a visit to the Allied countries were the guests of Lord Northcliffe at luncheon yesterday at Printing House Square. The visitors, who have been in this country for several weeks, have inspected many of the leading British industrial concerns and have seen something of the extent of the war effort of our manufacturers and work people.

The following is a full list of the company:—

American trade editors: Mr. H. M. Swetland, President, United Publishers' Corporation; Mr. D. Beecroft, *Automotive Industries;* Mr. H. L. Aldrich, *Marine Engineering;* Mr. R. W. Allen, *The American Hatter;* Mr. A. W. Clark, *American Paint and Oil Dealer;* Mr. F. F. Cutler, *Shoe and Leather Reporter;* Mr. E. H. Darville, *Hardware Age;* Mr. S. O. Dunn, *Railway Age;* Mr. H. Cole Estep, *Iron Trade Review;* Mr. H. G. Lord, *Textile World Journal;* Mr. W. W. Macon, *The Iron Age;* Mr. H. C. Parmelee, *Chemical and Metallurgical Engineering;* Mr. H. E. Taylor, *Dry Goods Economist.*

Others present were: Lord Devonport, Lord Inchcape, Lord Rothermore, Lord Aberconway, Lord Desborough, Sir A. C. Corey-Wright, Sir John Ellerman, Sir Vincent Caillard, Sir Robert Hadfield, Sir H. Llewellyn Smith, Sir Howard Spicer, Mr. W. L. Hichens, Mr. Crawford Vaughan, Mr. Robert P. Skinner, Brigadier-General R. Manley Sims, D.S.O., Mr. Axel de Bildt, Mr. Alfred Clark, Mr. E. Manville, Mr. Holt Thomas, Mr. F. N. Garrard, Mr. Gordon Selfridge, Colonel E. L'Estrange Malone, Major Evelyn Wrench, Mr. M. Bloomfield, *Saturday Evening Post;* Mr. G. A. Sutton, Mr. Geoffrey Dawson, Mr. H. Corbett, Mr. W. Lints Smith, Mr. W. A. Ackland, Mr. J. P. Bland, Mr. M. Humphrey Davy, Mr. H. G. Price, Mr. C. Maughan, and Mr. T. S. Sheldrake.

Two of the American trade editors, Mr. Arthur J. Baldwin, McGraw-Hill Publishing Company, and Mr. F. W. Parsons, *Coal Age,* were unavoidably absent.

The toast "The King and the President," proposed by Lord Northcliffe, was heartily honored.



LORD NORTHCLIFFE

Is one of the dominant figures in British affairs to-day. Pre-eminently a self-made man, he has arisen to a unique position. While refraining from accepting a cabinet position, he directed every energy to the successful prosecution of the war, and staunchly supported the Government both by personal effort and through his great papers—"The Times" and "The Daily Mail"



Independence of the Press—

Lord Northcliffe proposed the health of the American Trade Editors. In the course of his opening remarks he said:—

Our guests represent one of the most potent forces in the United States, something that exists here in a lesser degree, the great business newspapers that lead the trades at which their aims are directed. Some of our friends here appeal every week to hundreds of thousands of those engaged in practically every large industry in the United States. The power and independence of these business and technical newspapers and their enterprise are examples to us. When the Government of the United States went into the war with the enthusiasm and thoroughness of which we are all aware, they appealed to the controllers of these great trade organs to help them, and right well they did it.

These American gentlemen come from a country in which the newspapers hold a more important position than that occupied by the press of our country. They come from a country where the controllers of independent newspapers are regarded as men of super Cabinet rank.

The position of the individual newspaper controller like myself, who believes that, except under circumstances which rarely occur, and do not at this moment exist, it is his duty to decline office, is not so well understood in this country as in the United States of America, where the long list of independent newspaper owners, such as Medill, Dana, Nelson, Bennett, and Pulitzer stand out as examples of men who believe that a press independent of Government favors, independent of its readers, and independent of its advertisers is essential to democratic rule. I believe that at the present juncture, with the forthcoming inter-Allied Conference and Peace Conference at Paris, any newspaper proprietor who went to those Conferences in an official capacity would be as effectively gagged as he would be if he were willing to accept a place in this Cabinet.

Britain's New Factories—

Mr. Beecroft responding said:—

The Ministry of Information invited us to this country that we might see and learn. We have had an opportunity of doing both. During the four and a half years of war you have had an opportunity of putting into force various activities which we have heard of in the last few months. We have visited your factories, travelling fairly well through the length and breadth of your island. It is the factories we are most interested in, and we are going to carry back with us a wonderful fund of information. We take it that it is the spirit of your country as it is the spirit of ours, that it would be an error if these two lands which have been fighting together in France and elsewhere should cease to cooperate and work together. (Cheers.) Great problems lie ahead of us. It is only by meeting and discussing common problems that we shall be able to work intelligently together. We hope that it will not be long before we have corresponding missions from your country going over to the United States, and we shall consider it a wonderful pleasure to do our little part in showing you what we have to show.

We have been amazingly impressed with your war factories. I can only speak of one kind of factory—but from all other members of our party I have heard nothing but the same words used—the new factories which have sprung up in your country because of the war. I spent several months in England several years ago, and the comparisons which it

is possible to draw after visiting ten or twelve factories connected with the aeroplane, automobile, and truck industries in this country. The most amazing thing we have observed in the great war industries is the great attention you have given to the workers. Men and women are largely creatures of environment, and if we want to get the best out of them we must give them the most desirable environment. In that respect the factories which we have seen this week show a wonderful improvement over those that we visited several years ago. A great many of your factories are object-lessons to the world. During the dark days of this week we have been in huge factories, some employing 10,000 and 20,000 workers, and the lighting conditions were so good that not a single electric light was necessary. We found out many years ago that the efficiency of the worker was much greater under natural than artificial light. In the great period of rivalry and competition which is ahead of us, that will work towards greater productivity of the worker. We must take a greater interest in the worker than we have ever done before, because we want greater efficiency out of the worker. We want him to live a fuller life, and believe that in proportion as he does that he will be more efficient.

Education of the Workers—

We were almost astounded to see the educational work going on in certain factories. We met with great technical societies for education, not only of the heads of departments, but all those who wanted to avail themselves of these activities. We found other factories with auditoriums, stages, moving picture apparatus, and libraries, and everything that will help towards brightening the workers. I do not think we can get too much of that. If there is one error we make in all lands, particularly in industrial countries, it is that of taking the worker out of school at too early an age. Specialization sets in before the strong foundations of elementary education have been properly established. If we keep boys and girls in the public and high schools for a longer period they will become more efficient workers than they have been in the past. It would be a mistake if after the war we went along in certain channels as we did before, and built up conditions that might bring about a recurrence of what happened in 1914. We want to make that impossible. The industries of the different nations must understand each other better. (Cheers.) There is an opportunity for cooperation in industry, with great results. We are mostly concerned in our country with the wage problem. Wages have gone up in many industries 125 per cent in the last three years, and in some industries higher. Our living costs have increased sixty-two per cent in some industries, in others more. That means that a great deal of surplus money has flowed into the pockets of the wage-earners. We are glad. In the majority of American industries there is no desire to revert to the old pre-war wage scale. This has been a war of industries. Industries have done their part as it was never thought possible for them to do it, and the reconstruction work for the future greatness of our people will largely depend on the cooperation and work of these industries. We hope the industries will get together, and we are looking forward with great pleasure at these gatherings to hear what the leaders of industry have to say on these various problems. We must pass on to higher stages of individual efficiency, and to greater production, and we must always welcome those machines and combinations of machinery which will lift the workmen up to a higher level. We have to lead the workmen to see that the machine is not his enemy, but his friend. This will call for a great deal of interchange of thought. We know no better way of bringing that about than through the business Press. We, who are connected with the business Press in America, are very proud of it. It has done won-

derful work since the war. It has taken a position of leadership; it has not been content to lag behind and merely to be a reflector of activities that have taken place. We look forward to the time when the business Press of this country will be working hand in hand with the business Press of America in the great leadership of industry, on which the world is so dependent for the future. (Cheers.)

Industry and Education—

Mr. H. C. Parmelee (*Chemical and Metallurgical Engineering*), who also responded, said:—

My Lords and Gentlemen:—We should be lacking in candor if we did not say first of all how much we appreciate the hospitality with which we have been welcomed here. We have heard many comments since we arrived regarding the little differences and idiosyncrasies of our respective peoples. A few days ago in the offices of the Ministry of Information a young lady typist said to me, "I am glad to get acquainted with some of you Americans. You are not just exactly what we thought you were because we always had an idea you were so conceited." I said, "Isn't it strange? We always had the same idea about you. Probably the only difference is that we talk about it and you didn't."

From the time this war began I have been thinking that there are three factors that have played a very important part in our success: the technical school, the engineering magazine and the research institution. I believe that just in proportion as the English and the American nations foster these three factors, industry and education will make progress with mutual benefit. I believe that England has realized more than any other nation the importance of the technical man in this war and the corresponding importance of technical education. We have been fighting an enemy who has developed technology in the highest degree and who had made more progress than any of us in applying science to industry. As a consequence when war was declared England found that it was not to the lawyer and clergyman of Oxford or Cambridge to whom she turned for help, but to her chemists, physicists and metallurgists who had worked in the background and without much public recognition. The lesson undoubtedly will be taken to heart, and more attention will be given to the technical and scientific schools of the kindgom.

The war has cleared up some unfortunate misconceptions, one of which was that most of the chemical knowledge of the world resided in German factories. For some reason or other we had come to think of the German people in terms of chemistry and attributed to them knowledge and ability which they did not possess in greater measure than the rest of us. You will search the history of chemistry in vain for a single instance in which a German has initiated fundamental laws of chemistry or produced any of the epoch-making discoveries in that science. The basis of chemistry was evolved by English and French scientists but the German people put the ideas into practice and built great industries upon them. They have established the closest cooperation between industry and the university and have set an example which we could well follow.

Speaking for both your country and mine, I believe that we now have the opportunity of establishing ourselves and our industries on a sound scientific basis. The technical school should receive your support, the engineering magazine should be developed to the highest degree as a medium of education and finally the research institution should be encouraged because through its activities the nation will make rapid progress.

Lord Inchcape, who was also invited to speak, observed that in the future British industry would probably be more up against the industry of America than it had ever been before. But competition was the life-blood of enterprise, and they might depend upon it that, whether we were in competition with America and America in competition with us, it would not be a matter of one Government or one country against the other, but would be one enterprise against another. He hoped sincerely that we should hold our own, and at the same time that America would go on developing. He felt sure that the relations which had been brought about by America having come to our assistance in this war would never be forgotten, and that we should continue as we were now, the closest of friends, in spite of any competition which might take place between us as individuals. (Cheers.)

Need of Increased Production—

Mr. W. L. Hichens said:

One thing that must have struck your American guests today is that we in England do not sing the same song. There is a very healthy difference of opinion among most of us. There is no stereotyped labor view or employers' view. We hold different views and, for my own part, I cannot claim to represent the employers in anything that I say. All of us are interested today in the big subject of reconstruction, and I think you will all have noticed that reconstruction is really aimed primarily at improving the condition of the workers themselves. We want to maintain wages, or, if possible, to increase them. We should like to reduce working hours, to deal with the problem of unemployment, with the question of decasualization, and to improve education. To solve such problems in a generous spirit will cost a power of money. According to statisticians, the income of this country before the war was 7,000,000 pounds a day, or about three shillings per head for every man, woman and child. Three shillings a day is a very small sum on which to work out the ideal state we want to see. We all realize that that can be secured only by increasing production. Production can only be increased in two ways. One is by improving mechanical improvements in our railways, great improvements in all our factories. That will cost us a great deal. Even more important is to increase the output from the worker himself. In the past one of the greatest troubles of this country has been the restriction of output. We have to get the workers to realize that it is not merely in his own interests, but in that of the community as a whole, that he should produce as much as he can without any kind of restriction. That is a problem that concerns us more than you in the United States.

How are you going to secure those two things—the capital that is required for improved mechanical devices and the increased output from labor? I would submit as an individual opinion that they can only be secured in one way. That is, if we can assure both sides, namely, the capitalists and the workers, that the increased wealth is going to be fairly distributed between the two. That is fundamental. The capitalist says, "I am not going to take trouble to save and put my money into this or that development unless I

can see some reasonable return." The worker says, "I am not going to put my best energies into the work unless I see that I am going to have a fair share of the result. "That can never be secured without a radical change in the outlook of this country today. You have the employer on the one hand, organizing himself in order that he might be the most efficient in this struggle, and the worker with his trade union, organizing himself so that he might be most efficient in the struggle. The State did nothing, except to keep the ring. The Church said, "This has nothing to do with us. It is not a religious question. We will leave it severely alone."

The Community as Final Judge—

But you cannot divide things into watertight compartments. This is a moral question more than anything else. I think we can only get away from the old theory by accepting the view that no one is entitled to be the final judge in his own cause. It is not right that the capitalist should have the last word as to the amount of profit he is to make in any enterprise. The principle must be considered that each industry caters for the consumer, in other words, for the community as a whole. Industry ought to be at the service of the community as a whole. It is not right that any section should claim to determine how much of the profit it is going to have for itself. That is really the claim that the capitalist has put forward. The capitalist has to submit to the principle that the State should determine what is a fair and reasonable return. In other words, I believe the principle of the excess profits tax is right. I know it is not in all respects popular. I welcome most heartily the commendation given to that tax in the leading article in *The Times* today, because I believe it is fundamental in any settlement of this labor problem. On the other hand, labor is no more entitled than capital to hold the community up to ransom, and to pillage them by means of strong combinations. It is wrong for the electricians to come forward and say the Albert Hall shall not be used for a certain purpose because they disapprove of it. It is their function to supply electricity, and it is for some other body to determine the other question. Labor is entitled to put forward its case as strongly as it may, but, having done that, must recognize that there is a superior authority. Each section thinks it ought to do what its strength entitles it to do. That is the principle that might is right, which we have been fighting against in the war. Are we going to support the application of that principle in our own countries? I contend that it is for every civilized nation and every individual in a civilized nation to fight the principle that might is right in their own countries as they have fought it elsewhere. (Cheers.)

The Shipping Outlook—

Sir John Ellerman said:

We were faced in this country with a new phase of competition that had never occurred to any serious extent before, and that was that in the future America and other nations would take a very prominent position in the shipping industries of the world. We should only secure what he might call common effort to advance the welfare of the world if on the one hand we were prepared to pay reasonable rates of wages to our men, and on the other hand we cooperated with those States and with those countries where hitherto we had carried on trade almost exclusively. It was to future cooperation with America that we looked to see the joint flags rolling in most countries in the world where formerly the English and German flags alone were seen. (Cheers.)

Mr. Gordon Selfridge expressed the hope that the war would give us that which we all so much desired, namely, closer intercourse between the English-speaking peoples of the world. If we could bring our two peoples together by means of American people coming over here and people here going over there it seemed to him that we could do very much toward making the English-speaking peoples the controllers of the destinies of the world. As to the question of excess profits referred to by Mr. Hichens, the system would be fair only if it took in every one. As at present administered it seemed as if the excess profits tax put a handicap on those who tried the hardest, while those who were going along as they did before the war in that easy-going way were not affected at all.

The Forty-eight Hours' Week—

Sir Robert Hadfield said:

I have tried to be somewhat of a pioneer in regard to the question of labor. Some twenty-five years ago I took the opportunity of trying the experiment of giving a forty-eight-hour week to my workmen. I must confess that I got some of my ideas from my visit to America. I found that in some cases there the workers did not start until they had had breakfast. I was sure it was only a rational way to expect a workman to start his work. He could not be expected to go to work before he had had something to eat, and in America, although they have a longer working day than we have, they followed out that principle. My own firm twenty-five years ago introduced the forty-eight-hour week. We were told that we should land in disaster. It has been anything but that. There has been a very great advantage in a shorter working day, and in this country only a few days ago a forty-eight-hour week was adopted by the employers of the northeast coast of England.

It seems to me we have the greatest opportunity that has presented itself in the history of the world. We have England and America working side by side. Why should we not extend that principle? Why should not wages in England be as good as the wages in America and the hours of working just the same in the two countries? The men are very much the same. We have the finest opportunity of exchanging ideas by the wonderful way we have been brought together in this war. We are together now. Do let us remain together, and work side by side, not merely from the selfish point of view of earning money and paying dividends, but of trying to raise the condition of humanity. A secretary or a clerk, is given a ten days' holiday and paid his wages, but when the worker puts down his tools he gets no remuneration. I do not see why the time has not come when the worker also should be able to have a week or ten days' holiday and be paid for it. I believe ways could be found of carrying out such a proposal.

The Aeroplane Movement—

There are many things we can learn from America. The patent system in England is a long way behind. I believe that to a large extent the wonderful progress in America has been due to your magnificent patent system. As to your file wrapper system there is not one Englishman in a thousand who knows what it is. We don't have such things



H. H. ASQUITH

Was Prime Minister of Great Britain in the earlier stages of the war—a man of great legal attainments and a leader for many years in British politics. He was succeeded in the portfolio of Prime Minister by David Lloyd George in December, 1916

here. I think we should learn from you. If Lord Northcliffe would lend the aid of his powerful papers to bring that about, I believe he would greatly benefit the country. We owe a great deal to Lord Northcliffe. Had it not been for him we should never have had aeroplanes among us to protect us. Thanks to his wise and farseeing spirit, he started that movement, from which, I am thankful to say, we in London benefited.

Mr. H. M. Swetland (President, United Publishers' Corporation), in proposing the health of Lord Northcliffe, acknowledged the hospitality which the party had received in this country. Not the least of the lessons which they had learned, he said, was the lesson of hospitality. They were tremendously impressed with the technical schooling which was being given in some of the industries in this country. It was not possible that the industrial papers of America, which did not enter into the great political questions of the day, could do the good their host had done, but they would go back and try to emulate him.

Lord Northcliffe acknowledged the toast.

After the luncheon the visitors were conducted over *The Times* office, and had an opportunity of witnessing the printing of the Library Edition of *The Times*.

The Circle of Scientific, Technical and Trade Journalists—

We attended a meeting which had been previously arranged with the great publishers of England. The Circle of Scientific, Technical and Trade Journalists which held the meeting, under an invitation from the Worshipful Master and Wardens of the Company of Stationers at Stationers' Hall, received us in this old forum of publications with almost Masonic formality. We were presented to the Worshipful Master and Wardens, and then joined at tea the members of the Circle.

This old Company of Stationers has for many years performed the function of copyright privileges. After the tea, which was provided in the big reception room, we were taken into a lecture room where a formal meeting was held, at which addresses were made by members of our party and responses by the great English publishers. The following report of the meeting was given us before leaving England:

THE CIRCLE OF SCIENTIFIC, TECHNICAL AND TRADE JOURNALISTS

On December 18, 1918, a large and representative gathering of London Trade Journalists, called by the Circle, assembled at the Stationers' Hall to meet the party of American Trade Journalists now on a visit to London as guests of the Government. The party were the guests of the Master and Wardens of the Worshipful Company of Stationers, by whom they

were officially welcomed to a tea and reception, the Chairman of the Circle, Mr. L. Gaster, subsequently returning thanks for the visitors.

An informal conference was then held in the Court Room, Mr. L. Gaster presiding, and a number of points of great interest in regard to the management and functions of technical journals were discussed. On behalf of the guest journalists from the United States, short addresses were delivered by Mr. H. C. Parmelee, Editor of *Chemical and Metallurgical Engineering;* Mr. S. O. Dunn, Editor of *The Railway Age;* Mr. H. C. Estep, Editorial Director of the Penton Publishing Company; Mr. Horace M. Swetland, President of the United Publishers' Corporation; Mr. Arthur J. Baldwin, McGraw-Hill Publishing Company.

The speakers gave a number of striking instances of the valuable cooperation of the technical press with the United States Government in connection with the war, and emphasized the importance of the technical editor preserving independence of judgment, while working in cooperation with the business management. This latter point was strongly endorsed both by Mr. Swetland and Mr. Baldwin, who are responsible for the management of many technical journals, and by the various editors. Professor MacLean also gave a short address emphasizing the importance to the journalists of a comprehensive and wide course of training.

Mr. H. C. Estep, responding for the American party on the editorial policies of American business publications, said:

> British business and technical publications certainly should be congratulated on the successful way in which they "carried on" during the war, at the same time performing services of great value to the Government. Some of the most influential technical papers in the world are published in Great Britain. Particularly I think they are to be congratulated on their success in obtaining articles dealing with the scientific fundamentals of engineering and production.
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> The editorial ideals of the leading British business and technical papers corresponded with those of their American contemporaries. Briefly expressed, the ideal of the modern publication in the business field is to live *for* and not *on* the industry which it represents. This requires an aggressive constructive editorial policy which recognizes clearly the necessity for leadership, coupled with constant striving toward more effective service of a practical character. The American technical editor has constantly before him the advice of the late John A. Hill, one of the greatest publishers of engineering journals who ever lived, who stated repeatedly that "a technical paper which does not teach its readers how to do things in their particular line better, cheaper or faster, has no excuse to live."
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> To be even a partial success and realize some of the ideals of his profession, the technical editor must wear out the soles of his shoes rather than the seat of his pants. In other words, it is necessary for him to keep constantly in touch with the latest developments in the sphere in which his publication operates by means of direct personal contact with the industry itself and its leaders. The successful editor is always something of a teacher, but he must constantly guard against getting into a rut and falling behind the times. A

technical or business publication should be like an outpost on the battle-line, always in touch with the very latest developments. The editor should be constantly seeking that which is true and new, and while he should be willing to forget the old when it is superseded, he must not lose sight of the fact that old ideas and methods are not necessarily bad just because of their antiquity.

Successful publishers in the business field in the United States believe in the integrity and independence of the editor. They realize that the editor is the servant of the readers of the publication and that, therefore, his usefulness is destroyed if he is made subservient to the advertising or business department. The editor and the advertising manager should cooperate, to be sure, but neither should dominate the other. While both should be independent, both should realize that they are common servants of the same master—the industry which the publication represents.

The editor should avoid shooting over the heads of his readers and constituents, and while preserving independence of judgment he should not forget that the advertisers are a part of the business. In brief, the ideal editor should be a compound of a statesman, philosopher, preacher, teacher and business man and perhaps something of a poet as well.

Professor Gregory, *Nature;* Mr. L. Pendred, *The Engineer*, and Mr. A. C. Meyjes, *The Ironmonger*, spoke on behalf of the British Press, entirely corroborating the views expressed by the representatives of the American Press, and especially that of the independence of the editor. Mr. Pendred proposed a vote of thanks to the American guests for attending the meeting at unavoidably short notice, the vote being carried with acclamation.

The following resolution was moved by Mr. H. C. Parmelee, seconded by Mr. A. C. Meyjes, *The Ironmonger*, and passed unanimously:

That this meeting of American and British editors, representing the trade and technical press of both nations, records its satisfaction at the alliance between the great branches of the English-speaking race, expresses its earnest desire that the union formed for war purposes should be permanently continued in the cause of peace, and to this end urges a closer cooperation and periodical exchange of views between the trade and technical press of both countries on subjects of scientific, educational and industrial interest.

The Chairman closed the discussion with a brief account of some of his experiences when visiting America in 1907 and 1913. Mr. Baldwin, responding for the visitors, extended a very cordial invitation for a deputation from the British Technical Press to visit the United States.

Conclusions—

Our party was much impressed by these semi-social functions and fully appreciative of the great privileges extended to us. The personal contact with the great men of the Empire, the men who are not only shaping the destinies of that vast domain but whose influence is felt in every corner of the globe, was at once an inspiration and an education. While their

oratory outclassed our simple responses we found ourselves in accord with the underlying sentiment of every address and in full sympathy with the ideals that prompted both England and America to carry their standards into France to protect the civilization of the world. No mercenary note provoked a discord. Even the protest that England must retain control of the seas was sweetened by the concluding statement "in the interest of universal civilization." In this protection America is expected to perform her part. We even began to appreciate the extreme formalities where we saw that much of this was a perpetuation of institutional prerogative. The toastmaster, with his gavel and his stentorian voice, the Lord Mayor and his golden equipage, and the King and his retinue became to us as they are to the Empire—symbols of a great civilization and sacred in their significance. In no other way than by the unusual opportunities afforded us could hereditary and institutional England have given a full realization of the meaning and importance of these ancient customs.

INDUSTRIES OF ENGLAND AND FRANCE IN TIMES OF WAR—III

THE time when the business man cherished secrets, and carefully secluded and jealously guarded his process of production has passed. Cooperation has avoided the wastes of competition, and efficiency has been increased by the more confidential relation between employer and employee. A nation is nothing less than a business organization. Its prime obligation is to so organize and relate its productive capacity as to insure to each individual a proper return for his effort. As the individual business enterprises have learned from experience the benefits of unselfish cooperation, so the nations of the world are beginning to realize that industrial progress depends upon international cooperation. Their commercial rivalry in the world market must be as fair and open as the competition in the home market, and the same principles must be adopted to secure national efficiency as are employed by the individual.

A new epoch is opening in the industrial history of the world, in which a better understanding among commercial nations and the desire to do away with national egotism are rapidly growing. Our invitation to see the industries of England and France showed one of the ways in which the English people were endeavoring to establish a means for the exchange of ideas on industrial conditions even in time of war.

Industry and War—

The one purpose, to help win the war, was dominating every industry of England and France at this time. Whether it was the making of ammunition or garments, the same motif was behind every individual's work, "How does my work help defeat Germany?" England and France were submerged in the one thought "Victory," and were spurred on to the same effort "Work to win." They were fighting Germany not only with their armies and navies, but with their industries. A great army of industrial workers stood behind the men at the front, and it was their fight to "speed up," make more, increase production, that finally brought about the defeat

of the foe. It was an industrial war from beginning to end. Without the second line of defense of food, supplies and ammunition, the armies in France would have been useless. The strategy that brought victory was as much that carried on in the shops as it was that on the field.

Every plant that we visited, every man that we interviewed, gave evidence of this great purpose. Men and women worked as they had never worked before. The leaders of industry, spurred on by the same determination to win, studied new methods, worked out new schemes and employed every available means for increasing production. The war spirit was everywhere, and tended to unite the great industries in the greatest enterprise that has ever been undertaken.

And, as a result of this mighty and united effort, as a reward for the unselfish endeavor of every man and woman in the industrial world, England and France found themselves, in 1918, producing more than they ever had before in spite of the handicaps of war.

Production Increased—

Many factories were doubled or tripled in their capacity. The Beardmore Plant, at Glasgow, running on war work, had been doubled in the last two years. The Hadfield Steel concern was greatly enlarged for the manufacture of guns and shells. Automobile factories were expanded in order to produce aircraft, army trucks, munitions and war products. The Austin Motor Company, employing 22,000 people, was one of the largest that we saw. The old town of Gretna Green, in Scotland, sprang from a little village of romance into a great manufacturing center almost over night. In France also, production was being undertaken on a larger scale than it had ever been before. The great Andre citron plant employed 12,000 people. It was complete in its mechanical equipment, and had its own elaborate laboratories.

Efficiency Increased—

Efficiency was greatly increased by this large scale production. The latest labor and time-saving devices were in common use in England and France. They had learned the value of automatic assembly, moving platforms and all the American tricks for increasing production. The plants were running at top speed. There was a sufficient labor supply in spite of the great drain caused by the raising of armies. In some places, as in Coventry, motor lorries collected the people from the country and brought them to the factories. Women were employed in almost every line of industry. We saw women employed in munition plants, on the trains,

driving taxis. Two-thirds of the employees of the Andre citron plant were women. Their work was estimated in one place to be more efficient than the previous work of men in the same plant. Although the new methods of production were partially accountable for the increased productivity, the greater part was due to the effort of each man or woman to do his best to help win the war.

Better Working Conditions—

The working conditions of the laborer were receiving more attention than they ever had before. The problem of his welfare was not overlooked in the great rush to increase production; on the contrary it was considered of the greatest importance not only for the increase of production, but for the realization of the ideals that the Allies were fighting for. Mr. Hall, Manager of the Austin Motor Company's plant, aptly expressed the changing attitude of the English manufacturer toward labor when he said that he had faith in the Labor Party, believing that it is the day when the labor element of all countries will see better times, and that more attention must be given to them. They deserve better houses, he said, better food, better pay, educational advantages, for all these things tend to the uplifting of the Empire. He spoke very forcibly about the English institutions. He said, "In London they will show you the gilt and tinsel and frippery of royalty. They will talk of institutions, and their habits and customs, but you may be certain that the people have gotten beyond this, and the ancient and honored institutions of England will be forced to give place to the practical development of the industries of the Empire." The munition plant in Gretna Green had a model community of concrete and plaster houses for the employees. A munition plant in Paris was running an up-to-date restaurant where 4,000 people could be seated at once. In that city, also, one of the factories employing many women, was maintaining a nursery where mothers could nurse their infants during working hours. Children could be left here for care during the day, and if the parents desired, they could be continuously cared for until they were six years old.

The great change that the war had brought about seemed in no way to daunt the eagerness and determination of the people of England and France to get back on a peace-time basis as soon as possible. The period of transition and reconstruction presents problems as difficult as those of waging war. Great Britain has remained a free trade country throughout her whole history.

Coal and Iron—

The principal natural products are coal, iron and tin. The English coal fields are scattered throughout the midland and northern portions. There are also extensive coal deposits in Scotland, and, owing to the configuration of the coast line they can supply ships directly with bunker coal, and their position has helped the great shipbuilding industries of the Clyde, Newcastle and Lancashire. There are extensive coal fields in Warwick, Stafford, York, Derby and Northumberland, and they have contributed to make Birmingham the center of an immense iron manufacturing trade. In fact, the twelve-mile strip between Birmingham and Wolverhampton is known as "The Black Country." Wales has extensive coal fields which are said to produce the best steam coal in the world. In normal times the navies of the world, with the possible exception of that of the United States, used Welsh coal exclusively when available. It is estimated that there are 1,000,000 workers employed in this industry; that the total production approximates 300,000,000 tons of coal per year, and that the total value is about $900,000,000. In 1914, Great Britain produced twenty-two per cent of the entire coal production of the world.

In almost every case, the iron ore is mined in districts immediately adjoining the coal deposits, a fact which permits the smelting to be carried out with a minimum of transportation. It is estimated that there are 200,000 workers employed in this industry, the approximate annual output of which is about 8,000,000 tons of iron and steel valued at $150,000,000.

Textile Industries—

During the war the textile industries of England were running under Government control, and the output was reduced to fifty per cent of normal. The machinery needs renovation, the supply of coal is insufficient, and the supply of raw materials is still limited by the Government. Increased wages make the problem of reconstruction difficult in this trade as in others. The transition from Government to private control will cause a great disturbance in the industry, and the buying of raw materials is hampered by these uncertain conditions.

Manchester and Lancashire are the centers of the cotton industry, the main source of supply of raw material being the United States. Belfast, Ireland, is the center of the linen industry, much of its wealth being derived from the growing of flax and the manufacture of the finished product. During the war it became necessary to commandeer the entire resources of the linen mills, as it was for a time deemed impossible to use any fabric other

than linen for airplane wings. The industry was also seriously handicapped by the lack of flaxseed, which formerly had been imported from Russia.

In Yorkshire, Leeds, Huddersfield and Halifax are the centers of the wool industry of England. There is also a large trade in re-manufactured wool usually known to the trade as shoddy. It is estimated that there are over 1,000,000 workers engaged in the textile industry of the United Kingdom, two-thirds of whom are women.

Shipping—

In 1914, the mercantile marine of the United Kingdom consisted of 12,862 steamers, 19,145,140 gross tons; and 8,203 sailing vessels, 864,679 gross tons; a total of 21,065 vessels, 20,009,819 tons. In the same year, 281 sailing vessels of 29,107 net tons, and 858 steam vessels of 1,006,065 net tons, were built. In 1912 there were 286,806 seamen employed on British vessels. The total tonnage of British and foreign shipping entered at the various ports of the United Kingdom in 1914 was 71,126,462, and the total tonnage cleared from the same ports was 68,963,076. This was exclusive of vessels engaged in coasting trade or in connection with the war.

It is interesting to note that during the period 1899-1913, the United Kingdom produced sixty per cent of the entire world's output of ships. The shipbuilding industry is hampered until the terms of peace are decided upon, but the production of merchant ships will probably be undertaken on a larger scale than ever before. The ships that are in use will need overhauling and a great deal of repairing, for they have been kept running during the war at any cost. According to recent figures, the total number of merchant ships built in 1914 was 656, with a total tonnage of 1,683,553.

Transportation—

In December, 1914, there were 23,701 miles of railway open for traffic in the United Kingdom, the capital of the various companies reaching a total of $7,109,240,000. The total receipts were $700,000,000. When Great Britain entered the war the wages the railways were paying amounted to about $250,000,000 a year. Various grants of "war bonuses" and "war wages" have been made with the result that the wages now being paid amount to about $525,000,000 a year. The advances in wages amount to more than the net earnings of the railway companies before the war, which were about $250,000,000. In addition to the advances in wages which already had been made, the principle of an eight-hour-day is to be put into effect, which will increase the payroll another $125,000,000.

In other words, the total increase in the cost of railway labor in Great Britain since the war began will soon be 150 per cent greater than the total

net earnings of the companies were before the war. Passenger rates have been advanced fifty per cent, but no advance has been made in freight rates, and it is contended by the shippers of Great Britain that the freight rates already are so high that British industry could not bear a substantial advance in them. Therefore, the present administration in Great Britain seems to have concluded that there is nothing it can do but adopt government ownership. No economist or business man in Great Britain believes that the railways would be more efficiently or economically operated by the state than by private companies. Furthermore, there is a strong sentiment to the effect that even though the government buys the railways it should lease them to private companies for operation.

The motor companies are turning their efforts toward producing commercial vehicles. The leading motor companies are looking to the American market for the sale of their surplus products and are planning large commercial aircraft capable of carrying forty or fifty passengers. They are continuing their production of steam lorries and trucks, and are expecting to begin at once the manufacture of automobiles of several sizes. The transition period in the munition plants will be facilitated by the work of rebuilding machinery for Belgium, France and England.

Coal Fields of France—

France, of course, was the greatest sufferer from the vandalism of the Germans. Her industries in the north of France were entirely destroyed. One-third of the coal fields of France were centered around Lens, and these were so completely ruined that reconstruction is almost impossible. All valuable mining machinery was stolen or destroyed; the shafts were blasted and the mines flooded. There are no means of transporting or housing laborers left in this district. The total coal production of France in 1913 was 40,275,485 tons. The coal fields of France have a total area of nearly 1,200 square miles. Lens is the center of the great coal-producing region bearing that name. The territory in which Lens is located is from five to ten miles wide, and covers an area of more than 400 square miles. In this district, before the war, were numerous villages and towns, where the miners working in the collieries were housed. Approximately 180,000 people lived in the region. In the pre-war period the district furnished approximately seventy per cent of the entire French production. The Lens region was also the chief by-product coking center. Nearly all of the coal produced in France is bituminous of a good quality. France has little anthracite, and is also short of coals for making gas and coke. The greater part of the coal was produced from beds that lie more than 1,000 feet below the surface.

A number of the shafts exceed 3,000 feet in depth. In many of the collieries ten and sometimes twelve separate and distinct seams of coal were worked. One of the beds in the vicinity of Lens averaged twenty-three feet in thickness, while at a number of mines the seams were successfully worked at not to exceed eighteen to twenty inches thick. The output per individual employee in the French mines was never equal to the large production of the individual American miner. In 1913, the average production of each French coal miner was slightly more than one ton per day. Many problems occur in mining the French coal seams that are not common to American practice.

Minerals of France—

The Departments of Pas-de-Calais, Somme, Aisne, Nord, Ardennes and Meurthe-et-Moselle were, before the war, the principal centers of the pig-iron, steel, wrought steel, and copper industries. In France, there was a trend, before the war, towards concentration. This development particularly characterized the steel industry. The total production of iron ore, pig-iron, copper and other metals, including nickel, tin, lead, aluminum, antimony and zinc, in 1913, was 27,000,000 tons. The French steel mills have made considerable progress in the manufacture of high grade tool steel, and it is probable that the industry will be fostered. Before the war, the invaded territory furnished France with ninety per cent of the iron ore, eighty-three per cent of the pig-iron, and seventy-five per cent of the steel. An estimate of the amount invested in the iron mines, blast furnaces and steel works of northern France before the war is given as $500,000,000.

Textiles of France—

The mill towns of France also centered largely in the area that was devastated by the Germans. Before the war, the cotton and woolen machinery of France was divided as follows:

Cotton spindles	7,400,000	Worsted spinning spindles	2,500,000
Cotton looms	135,000	Wool spinning spindles	750,000
Wool cards and combs	2,500	Wool and worsted looms	55,000

In 1912, France imported about $12,500,000 of cotton fabrics, and $6,000,000 of cotton yarn. The cotton machinery of France before the war was about one-quarter that of the United States, and its consumption of raw material was 1,200,000 bales as compared with the United States of 7,500,000 bales. The woolen and worsted spinning industry of France is about two-thirds that of the United States, which has 4,700,000 wool and worsted spindles, including both producing and twisting spindles, and 75,000 looms as compared with 55,000 in France. The Departments of

Lille, Roubaix, and Tourcoing have been for 800 years the center of the textile industry in Europe.

Reconstruction—

In spite of the devastated industries of France, and the paralyzed industries of both England and France, in spite of the problems of reconstruction and transition, the commercial outlook of these two countries is far from discouraging. The lessons of large-scale production and increased speed, taught by the war, will be brought to bear upon future undertakings. It is believed that women will remain in industries, doing light mechanical and clerical work. Wages will remain higher, and labor conditions will not revert to the lower standards of the past. Although the labor problem is much the same there as it is here, its solution is helped in England by the fact that a labor party exists, and there is not the abuse of party "catering" to labor rates. America no longer has a monopoly of quantitative production, for England and France are both applying the most advanced methods of large scale production.

The rebuilding of the ruined industries of France will probably be aided by the indemnity to be paid by Germany. These countries may have the advantages of shipping in competition with America. The cost of building ships is less there than here, and their merchant ships greatly outnumber ours. Now that they have adopted American ideas of production, their chance in the world market is equal to ours, for in this country wages are still higher than the increased wages of Europe, and our merchant marine is still in its babyhood of development.

But never before in the history of the world has there been such an opportunity for the industrial cooperation of nations. Of what benefit is an expansion of international industrial information unless it exerts an influence to international industrial cooperation. The time was when each man manufactured his own clothing and everything else which he possessed. The experience of the ages has taught the wisdom of the exchange of commodities, allowing the individual to specialize some one product which he exchanges for other specialized products. This practice secures to the individual products of much higher quality, and the higher efficiency of the specialized worker gives the individual a wider range of the world's products. So international industrial reconstruction must coordinate and regulate the industries of the nations. Each must specialize on its particular products, and these must be exchanged for other specialized products with the same confidence and fairness that has established the exchange between individuals.

IN THE WAKE OF WAR—IV

"THERE will be more wars!" Mr. Churchill said to me. If his prophecy comes true it would look as though the progress of man were downward, that the fruits of civilization were only the development of scientific means of destruction; and it would seem that America had responded to a false call, and that the great victory was meaningless. It was not until we were taken to see the battle scenes of France that we could understand the barbarism implied in the world "war." No man, soldier or civilian, that has come back from the front has been able to describe its horrible scenes. He has seen it and felt it. He understands it, but words are too feeble to portray the things he has witnessed. Our trip gave us an unusual opportunity to get a glimpse of the great machinery of war, and to witness the havoc and devastation which followed its operation.

The Great Fleet—

The Great Fleet lay at Rosyth in the Firth of Forth at the time of the armistice, and the main object of our trip to Scotland was to see it. We motored down from Edinburgh to the harbor and embarked on a steam launch. It was a cold, foggy day, and not a sign of the great array of ships could be seen when we started out. But suddenly one great man-of-war loomed up before us, and then another and another in endless repetition. We passed hundreds of torpedo boats and destroyers, and then an endless line of large cruisers, battleships and dreadnaughts, and yet we were witnessing only a part of England's great naval reserve. We understood then England's right to the title "The mistress of the seas."

It seemed impossible that such a monstrous fleet should be kept in trim, ready for action, and yet should lie, day in and day out, in idleness during the war. Yet the silent victory on the sea was as great in its way as that on the land. Without a dominant battle above water, the great fleet held its own because of its unrivaled strength. There was no direct conflict of the whole fleet on the sea, Admiral Sims had said, because no German man-of-war dared to venture from its harbor of safety. I could picture the surrender of Germany's naval forces as we sailed past the great ships. "We

couldn't trust them," Admiral Sims said, "They had to pass between two columns of our ships reaching out from the harbor into the North Sea. Every man was at his post. Every gun was loaded. Every ship was ready for their treachery."

But some one who knows should write the story of the British patrol, their constant devotion to duty under the most uncomfortable and dangerous conditions, their refusal to be intimidated or deterred from returning to sea even after they had been torpedoed one or more times. About 5,000 small craft have been engaged in this work of coast patrol, mine sweeping and convoying, cruising at times a total of 6,000,000 miles in a single month, and providing throughout the war for the safe carriage from all ports and in all directions of a total of 15,000,000 men.

We were received at the flagship and were taken aboard some of the other ships. On the *Orion* we were shown the operations of a battleship in a fight. We crawled under the turret where the two fifteen-inch guns were operated, and witnessed the loading and firing operation. We watched the operations of the ship and guns from the bridge, and went down into the engine room to see the two great steam turbines. We visited the mess where the men were eating, and the officers' quarters. At noon we divided into parties of four or five, each party going to a separate ship for luncheon.

In the afternoon we were taken to see the American squadron. It was an inspiration to see that the great battleships, sailing under the Stars and Stripes, compared favorably with the English. They were seemingly as well equipped and as powerful as any of the English ships. Our squadron comprised battleships, cruisers and submarine chasers and destroyers.

Devastation—

The contrast between the two aspects of war, that on the sea and that on the land, was brought vividly before us when we arrived in battle-torn France. Here, with the Great Fleet, was the manifestation of power, might, and supremacy in war. There it was a struggle, destruction and suffering. During our trip through the devastated area we were constantly depressed by the indescribable pathos and horror of the scenes through which we passed.

Every arrangement had been made for our party to make the trip from London to France in a large Handley-Page flying machine. This was one of the things that had been constructed for the especial purpose of bombing Berlin, and was capable of carrying, as far as weight is concerned, forty to fifty people. The machine was taken out and every preparation was made for the flight, but at the last moment the famous London fog deprived us



THE CHATEAU RADINGHEM

of this great privilege, and in order to keep the schedule we were forced to take the boat across the Channel to Boulogne. We arrived in the evening and were taken by motor to the English Guest House, situated some thirty miles from the Front, the Chateau Radinghem, which had not been occupied for many years, but which had been fitted up by the English as a place to entertain visitors to the Front.

The Chateau is typical of many in France, dating back to about the seventeenth century. It was built as a place of residence, but was also provided with the usual means of defense, and surrounded by a moat with the usual drawbridge. It was furnished by the British officers in strictly military style, the main living room being decorated with trophies from the war.

From this centre, for three days, we motored to the various points of the devastated area, returning each night to the welcome fireplaces of the Chateau. Each day we motored from 150 to 175 miles, taking with us our luncheon, consisting of bread and wine, which we ate usually standing by the side of the cars in some devastated village.

La Bassee to Ypres—

Our first trip by motor was through the city of La Bassee to Lille, Menin and across the Belgian front as far as Ypres. La Bassee now is simply a mass of fallen buildings. Hardly a wall remains standing from one end of the town to the other. The road to Lille runs through a region a thousand times more desolate than the Sahara. The fields are a mass of shell holes. The road is the only thing that is intact, and this is true only because it was being repaired continuously during the war. Rows of tall trees usually bordered the roads in France, and along these, wherever they were left standing, were hung screens to conceal the passage of marching troops. But more often the trees were completely shot away and nothing but the splintered trunks were left.

Surrounded by these scenes of desolation we were surprised to find that the city of Lille was not shot to pieces like the other towns through which we passed. Most of the buildings were standing intact, although the factories and houses had been looted and marred. It seemed like an isolated village, an oasis in a desert of destruction. We saw here the German money made in France. It was made of iron and was economized in size to that of a five-dollar gold piece.

The Belgian town of Gheluvelt was once a scene of great fighting. Here the trenches extended for miles in every direction from the roadway, and the space between them was a mass of barbed wire entanglement. This place

is in the eight-mile stretch between Menin and Ypres, and marks the scene of over 500,000 British casualties. Just east of Ypres is the point which will pass down in history as Hell Fire Crossing. It is nothing but a cross road and the scattered debris of farm buildings, but it was the scene of terrific fighting during the war. Ypres is a mass of ruins, and the beautiful Cloth Hall and the Cathedral are practically destroyed.

Looking out toward the German front beyond this point, one sees a scene of desolation which beggars description. The ground is completely shell-marked, and one shell hole extends into another so that you have to pick your way from point to point. Scattered over this bit of No Man's Land were fifty to a hundred abandoned tanks, relics of the war, disabled and having the appearance of wrecked ships stranded on a deserted shore. Even the dead were not sufficiently buried and projections of bodies added a gruesomeness to the scene. We motored on and for miles and miles all the small towns we passed were either completely destroyed or deserted. The day's journey was through such scenes of desolation—the screened roads, the destroyed villages, and the returning troops—and what was once a fertile section was now worse than desolate waste, torn and riddled. We met and passed numerous troops, first a regiment of French, then a regiment of English, returning from the front, and we saw miles and miles of heavy artillery trains, eight-inch guns drawn by caterpillar tractors.

Arras and Douai—

At Arras, which was the farthest point west reached by the boche, the great cathedral is a mass of ruins and tottering walls. It is proposed to keep this great cathedral in its present ruined state. We visited the cellars which surround the city. They are excavations which were made in building the city, but in these cellars 60,000 men were hidden the day before the great drive when the Hun was driven back. Motoring east from Arras we crossed the great British defense line where trench after trench blocked the progress of the boche. The road to Douai is one continuous line of shell-holed fields and trenches, strewn with shells and the wreckage of war. We met here an English artillery train, returning from the front, consisting of fifty to 100 cannon, of all sizes up to the very largest, drawn by steam lorries.

Douai presented a horrible picture of boche vandalism. A city of some 15,000, it was completely sacked, and the homes of the people vandalized. We were taken to the home of Paul Robant, who was once one of the wealthy and cultured gentlemen of Douai. He was a man of about sixty and was made head of the Red Cross work in Douai during the war. While the

Germans occupied the city he still continued the Red Cross work for the Germans. The Red Cross officers lived in his beautiful house. Six hours before the Germans retreated, they notified him that he must leave the city. Then, before they left, they destroyed everything in his home, ripped the pictures from the frames, smashed the furniture, hacked with sabres the carved tables. Chairs covered with tapestry were ripped and torn and smashed. The beautiful library containing books of art and value were strewn on the floor and torn and spoiled. Even the ceilings and sidewalls of the rooms had been smashed through with the butts of bayonets, and everything in this beautiful home, even to the personal clothing of the owner, was destroyed. The only things left in the house which were not destroyed were a crucifix under which was suspended the badge of the Legion of Honor, which had been presented to M. Robant, and the mirrors. These items seem to have had a superstitious influence on the beast.

But not only was this beautiful home destroyed, but all others, and the stores were vandalized. The city is dead. The returning inhabitants wander through the streets as in a daze. The streets are solemn in their desolation. We saw a priest who stopped to tell us of the sacrileges of his altar and the profanation of his sacred vestments. He told of a village nearby in which the barbarism of the Hun still went on even after the armistice was signed. In one place they caused all the women to walk the streets naked, and all the barbarities possible were committed.

From Douai through Lens to Vimy Ridge is the great coal section, and was once a continuation of mining villages, but this section also is now completely destroyed. The road winds through places where the debris has been shoveled out, presenting the appearance of a canal. Some villages are so nearly obliterated that a placard is posted among the ruins with the inscription, "This is the village of Souchez."

Vimy Ridge was the most impressive spectacle of the great contest. It is covered now with shell holes and trenches. The trenches are almost lost in the maze of holes and mines which eat into them at every point, and among which one sees now only the rude markings of the graves and the rubbish of war. Dugouts had been constructed with heavy concrete covers. One mine hole is fully thirty to fifty feet deep and sixty to 100 feet across. This point will remain for years as evidence of the magnitude and violence of the great struggle. One sees few people here, and not a soul on Vimy Ridge, and no work being done except the repair of the roads and the return of British troops, consisting of artillery trucks, vans, cavalry and general munitions. In the top of the Ridge is a hastily constructed monument dedicated to the brave Canadians who here paid the full price in their

attempts to take the Ridge. Here had been the great mine, worked by the Welshmen under the Ridge when occupied by the Germans, the explosion of which was said to have been heard by Lloyd George in London.

The Hindenburg Line—

Our third day at the British front was spent in Bapaume, Cambrai and the Hindenburg line. Bapaume is among the cities of the dead. In the ruins of what was formerly a bank we picked up a propaganda sheet distributed among the English and French, giving evidence of terrible German crimes. After lunching, standing among the ruins, we started for Cambrai, but owing to delays, our trip was terminated at the Hindenburg line. Here we saw the great underground German defenses. The trenches were ten to twelve feet deep, and leading from the bottom, usually at an angle, were the descents to the underground rooms. These rooms were thirty or more feet underground and were connected to other passages and out to the main zigzag trenches, and all were duplicated in irregular underground trench work leading back to the rear. These rooms were below the reach of shells and heavy artillery, but we saw the paths where the tanks had walked over the trenches and the wire obstructions as though they had not existed.

Those three days will always remain the epitome of our semi-wartime experience. But for the armistice we should have hidden in the trenches and taken periscopic peeps at the great panorama of war; or possibly looked down on the processes of devastation from some of the aerial appurtenances. The booming of the great guns would have been still ringing in our ears, and the spectacle of advancing forces and aerial combat would have formed a never-to-be-forgotten kaleidoscope of carnage.

Yet the swift passage of our motor cars through mud and rain, the encounter of endless, returning armies, and the horrors of the devastated war zone, have given us at least the atmosphere of the great contest.

Our Letter to President Wilson—

So it was while seated around the fire at Chateau Radinghem recounting the horrors of our inspection that we were stirred to action and a committee was appointed to draft a letter to our President, insisting that he and others of our countrymen should see what we had seen before determining the basis of future relations with those who were directly responsible for bringing this great suffering to intelligent humanity. The following letter was therefore sent to President Wilson and printed in the leading papers of Europe and America:

"Dear Mr. President:

"The undersigned American citizens address you to further the sacred cause of human justice and right.

"For days we have been passing over the battlefields and through ruined cities and obliterated villages of Belgium and France. We are among the first American civilians to survey this area of desolation, and we have been profoundly moved.

"The devastation and ruin wrought are not the work of one man or a group of men. They are the result of a system, the policies of which have been executed with thoroughness by a willing people. The evidences of organized pillage and vandalism are on every hand.

"Every law presupposes a penalty for its violation. The laws of nations that civilization has so painfully built up through the centuries have been wantonly isolated for four long years. To fail to enforce those laws now would be tacitly to concede the power of repeal by the criminals themselves. These laws must be re-established. To our mind the enforcement of complete restitution and reparation by the people of Germany and the punishment of the leaders and their guilty agents for the crime committed in violation of existing laws against piracy, murder, and pillage, will do more than anything else could to ensure that future laws made by agreement of the nations will be observed.

"We are writing this to you, knowing that the sentiments expressed would receive the support of all Americans, could they see these things as we have seen them and hear the terrible evidence from the lips of the unhappy victims." (Signed) Henry G. Lord, Boston; Roger W. Allen, New York; Arthur J. Baldwin, New York; H. M. Swetland, New York; Samuel O. Dunn, Chicago; Herbert L. Aldrich, New York; H. Cole Estep, Cleveland; Harry E. Taylor, New York; Edward H. Darville, New York; Howard C. Parmelee, New York; Frederic F. Cutler, Boston.

The French Front—

Visits to the French and the American fronts were made from our headquarters in Paris, and were interspersed with social, industrial and sightseeing events which lessened the depression of our trips to No Man's Land. We were met at the depot and taken to the Hotel Grand by members of the British Ministry and others who were arranging our program. Lord Castleross insisted that we dine with him at the famous Voisin, and wines of rare vintage were mostly wasted on unaccustomed palates. We visted the Andre Citroen plant, the tomb of Napoleon, Versailles, and were dined at the Inter-Allied Club, which occupied the home of Baron Rothschild.

We were divided into two parties in alternately visiting the French and American salients. The French front was reached at Noyon, which was completely destroyed. Twenty-five per cent of the resident population consisted of an elderly lady who had remained throughout the entire bombardment, a baker and his two German-prisoner assistants, and an old blacksmith, vitriolic in his denunciation of German treatment. The party was then taken by railroad through Chateau-Thierry to Epernay and thence north to Rheims.

At Chateau-Thierry, distant perhaps 2,000 yards, was the low range of hills taken by the Germans in their advancing rush. Here the French line was broken, and there were no troops back in reserve. There was an open road to Paris. But the American troops were there. We saw where the trainloads of American boys pulled in at the foot of these hills, jumped from the cars, formed ranks and charged up the hill. Line after line was mowed down, but the Marines and the Twenty-sixth Division kept coming until the hill was taken, the Germans driven back, and the drive for Paris ended. The evidences of battle are few. No elaborate trenches, no dugouts, not much evidence of heavy shelling, but the struggle was one of terrific open warfare of a kind the Huns were not used to.

Rheims—

The famous cathedral at Rheims is a tragic ruin, but not beyond restoration. The roof is full of holes, the windows are smashed, and shell holes through the sides testify to the accuracy of the German gun fire. The fighting around Rheims was terrific, but the Germans never got in. Our party visited the celebrated champagne caves of Pommery, extending in tunnels and galleries for twelve miles under the city. These were connected with other cellars, so that they formed a complete system of communication under the city, accommodating many thousands of troops which could be moved from place to place in perfect safety from bombardment. These wine caves are old chalk tunnels, and there are many vaulted chambers and high galleries. We were told there were 8,000,000 bottles of champagne in the Pommery caves alone.

At Berry-au-bac nearby where the German line held for four years, their system of underground dugouts connected by tunnels was extraordinary. We saw them just as they had been left in their hasty retreat. Taking hold of hands and led by a French officer who had been in the fighting when the position was captured, we groped our way by the light of an electric hand torch through many of these underground chambers. Some of them were well furnished with beds, chairs, rugs and pictures. The headquarters of the King of Saxony contained a handsome tiled fireplace and mantel, writing desk and all the furnishings of a comfortable living room thirty feet underground.

The American Front—

From the French front the party was taken to the American headquarters at Chaumont and then on to Neufchateau, where guests were quartered in a comfortable house in charge of American officers. From this

point we visited Toul, Beaumont, Seicheprey, St. Mihiel, Verdun, and Metz, many of them scenes of terrific French and American fighting. The country in this sector is different from the north. It is beautiful, hilly, partially wooded land, affording strong defensive positions. We passed the American position, and following the course of the St. Mihiel salient, saw where the Americans had gone through. The Germans held a wonderfully firm position which had to be abandoned when they were outflanked.

Mont Sec commands the country for miles. The French lost 60,000 men in trying to take it by assault. It seemed impregnable, but it was cut off when the Allies drove through the base of the salient. St. Mihiel itself is little damaged, but the Germans, during their occupancy, concluded that the country already belonged to them and had built a big cemetery with fine monuments.

Verdun—

The battlefield of Verdun carries its own story of the tremendous struggle which makes it the most famous of the great war. We visited it on a beautiful clear December day—we could see from Fort Vaux and other hills the whole great panorama, Douamont, Souville, Fleury, Dead Man's Hill, and all the rest. Every tree of the dense wooded hills has been shot away; every foot of ground churned up with shell holes; the hillsides covered like hideous lace work with trench lines and parapets which show white in the chalky soil. The hills on which the battle was fought are several miles from the city and almost entirely surround it, forming a wonderfully strong position for defense. The Germans surrounded Verdun on two-thirds of the circle. The town has little strategic value, and as it could only be reached by German heavy guns, they evidently preferred to reserve these for the fortifications. The Citadel in the outskirts of the town is largely built under a hillside with galleries and chambers accommodating 12,000 troops. We were shown through it and saw General Petain's headquarters.

Metz—

We visited Toul, Pont-a-Mousson and Metz, from which we motored back to Fleury and Seicheprey, where the Germans captured the first American prisoners. We saw the great airdromes and many miles of American front. But Metz was the great objective of the day. It was not destroyed as were the other places, and in celebration of the victory the French flag was displayed everywhere, with an occasional sprinkling of the Stars and Stripes and the flag of Alsace-Lorraine.

The great cathedral in the center of the city is adorned with statues of the saints along the front. One on the extreme right was known as the Prophet Daniel, but the Kaiser, in order to perpetuate his name among the saints, had caused the head of this statue to be removed and a cast of his own head to take its place. This is very apparent, even to the turned-up mustaches, but the French, on occupying Metz, have added a chapter to the history of the statue; they have placed great iron chains around the hands. Attached to the chain is a poster reading: "*Sic transit gloria mundi.*" We also saw the overturned statue of Frederick III. This is a beautiful equestrian statue, but in the overturning the head of the rider struck the stone coping and is broken off. It was said that it is the intention of Metz to leave this overturned statue in its present condition for all time as a demonstration of the overthrow of German rule in Alsace-Lorraine.

Civilization to go on—

These scenes of destruction and devastation, coupled with an observation of the destructive machinery and operation of war, will remain the great object lesson of our journey. We are not attempting a historical notation or any adequate pen picture of these devastated areas. The brief memoranda of what was presented to our view gives but the merest hint of what occurred. No previous battlefield has been ploughed and tortured by the tremendous war machinery which characterized this conflict. For years the inventive genius of the world was centered on machinery of destruction. The *denouement* was stupendous. It rocked the civilization of the world. But the suffering inflicted on the whole world as a result of this effort must be impressed on future generations as the guiding star to universal and perpetual peace. Unless our civilization is to give place to savagery the destructive process must be eliminated.

The American engineers who followed us to confer with the engineers of France, through their Chairman, Mr. Nelson P. Lewis of New York, give the following as their most conservative estimate:

Devastated area, 6,000 square miles, 2,000,000 population.

Five hundred thousand buildings damaged, one-half wholly destroyed.

Buildings damaged or destroyed	$4,000,000,000
Furniture destroyed or stolen	1,000,000,000
Public works	2,000,000,000
Farm lands	800,000,000
Live stock, agricultural implements and forests	1,200,000,000
Mines and steel works	700,000,000
Miscellaneous industrial plants, machinery and raw materials	4,000,000,000
Total	$13,700,000,000



CAPT. EDDIE RICKENBACKER, AMERICAN ACE OF ACES, WITH HIS SPAD PLANE



MOTORS ON DOCKS AT BORDEAUX



RENAULT TANKS AT FACTORY AWAITING TESTS



GERMAN PILL BOX ALONG MENIN ROAD NEAR YPRES



MACHINE GUN POSITION ALONG A HIGHWAY



GERMAN PRISONERS BEING MARCHED THROUGH YPRES AFTER THE GREAT ATTACK



SEICHEPREY—SCENE OF THE FIRST AMERICAN ACTION



MONTFAUCON, ON AMERICAN FRONT, TOTALLY DESTROYED



IN THE WAKE OF THE GERMANS ON THE AMERICAN FRONT



TYPICAL COMMUNICATING TRENCH ON THE AMERICAN FRONT



DESTROYED CHURCH SHOWING SIDE FACING GERMAN LINES



SHELL DESTRUCTION ON AMERICAN FRONT



BEHIND THE AMERICAN LINES ON THE ST. MIHIEL SECTOR



DESTROYED CHURCH ON AMERICAN FRONT



BRITISH REST DUGOUTS



ARTILLERY MOVING UP PASSING A MINE CRATER IN FRONT OF WARLINCOURT



THE RUINED VILLAGE OF COURCELETTE



DESTROYED TRENCH SYSTEM IN CHAMPAGNE



TANKS AND PONTOONS GOING THROUGH BELLICOURT



DEVASTATION ON SOMME BATTLEFIELD



BELLENGLISE, IN THE HINDENBURG LINE—TYPICAL OF THOUSANDS OF VILLAGES



BRITISH TANK BREAKING BARBED WIRE DEFENCES ON THE HINDENBURG LINE



DESTROYED VILLAGE ON AMERICAN FRONT



DUGOUT SYSTEM ON FRENCH FRONT AT VERDUN



DEVASTATED FOREST ON SOMME FRONT



DUGOUT ENTRANCE ON FRENCH FRONT



THE ROAD TO BAPAUME



FIRST PICTURE TAKEN IN CAMBRAI THE MORNING THE GERMANS WERE DRIVEN OUT



DEVASTATED VILLAGE IN SOMME BATTLE ZONE



DESTROYED CARAVAN OF GERMAN WAR TRUCKS


Sic
transit
gloria
mundi!

WESTWARD BOUND—V

ON our return to Paris we were again entertained at the International Club by the business men of Paris, and a strong feeling was established that the industries of both America and France could be benefited by a closer interchange of purpose and understanding. We are only able to reproduce the speech given by our Mr. S. O. Dunn on this occasion. He replied as follows:

It is my pleasant duty to say a word of appreciation on behalf of our party regarding the hospitality which we have received from the French Government and the French people during the brief time we have been in your country, and especially regarding the hospitality which you have extended to us tonight.

We have now been on French soil for several days. We have traversed a large part of the territory of France which has been devastated in this cruel war. We have heard and we have seen the evidence of what the French nation has suffered, and of what it has done, not merely for itself, but for humanity, in this war. The more we have seen, the more gratification we, as American citizens, have felt that our country finally entered this great conflict and helped to bring it to a conclusion which was right and just. This was not the first time when Frenchmen and Americans had fought in the same cause. We could never forget and we have never forgotten that almost a century and a half ago when our forefathers were struggling for freedom from a German king who at that time occupied the British throne, the French people came to the assistance of our forefathers when assistance was vitally needed. Every student of history now knows that a majority of the British people did not, even at that time, approve of what their German king did and attempted to do. Certainly no Britisher approves of it now. It has therefore caused us much gratification to have our men and our ships serve side by side with the men and the ships of Great Britain. But possibly we have felt even more gratification because our ships and our men have fought side by side with those of France, because this has given our people an opportunity to repay in some measure the obligation of gratitude which they have owed to the French people for these many years.

Permit me to endorse in conclusion what already has been said here tonight regarding the affection and admiration in which the people of the United States hold the people of France. Our people at home have but a vague and inadequate appreciation of what you have suffered and of what you have done, but even the vague and inadequate appreciation they have inspires in them sentiments which should help to insure the closest and most friendly relations between the United States and France for generations to come.

Wilson in Paris—

We witnessed the spirited ovation given to President Wilson on his arrival in Paris, equaling the peace day celebration which we witnessed in London. The streets swarmed with surging crowds shouting "Vive Wilson." He was courteous enough in his public acknowledgment of this reception to consider this as a welcome to his country.

Leaving Paris by the morning train we missed the Channel steamer at Boulogne on a beautiful day. We remained all night, and experienced the worst day of the season in crossing the Channel next day. The boat was crowded to the limit with returning soldiers, but the storm was no respecter of uniforms, and their sufferings paralleled our own in the two-hour journey across the Channel.

On the nineteenth, the British Ministry gave us a final luncheon at The Savoy. Major Rudge presided, and paid many compliments to our party. The following notice of the meeting appeared in the London *Times* of December 24, 1918:

ANGLO-AMERICAN FRIENDSHIP

U. S. Journalists' Farewell Messages

The representatives of American trade journals, who came here at the invitation of the Ministry of Information to see England under war conditions and to visit the front, have sailed for home. At the close of their visit, which, fortunately, coincided with the signing of the armistice, and thus enabled them to see both England and France under happier conditions than could have been expected when they left America, they forwarded messages of thanks and good will, extracts from which are given below:—

Mr. Henry G. Lord, Editor, *Textile World Journal.*—Until the return to more normal conditions permits greater freedom of travel, the people in both our countries must be dependent on the Press for a proper understanding of accomplishments and conditions, although only by personal observation can the facts be fully appreciated. This opportunity we have had, and with it goes the responsibility of telling the things we have seen, and conveying the impressions we have received to the business constituencies which we represent. If this is faithfully done, our friends must share with us the sincere desire for the best possible understanding and most cordial relations between the great English-speaking countries.

Mr. H. Cole Estep, Editor, *Iron Trade Review.*—Here in England and Scotland I have been most strongly impressed with the evidence on every side of your tremendous industrial resources and manufacturing capacity,

as well as with your organizing ability. There are many features in your productive enterprises that our people in the United States could study with profit. The English-speaking peoples should strive to work together harmoniously, with a full appreciation of each other's problems, and with a firm determination to place the business intercourse of the future on such a basis of integrity and fair dealing as will preclude forever the possibility of commercial friction leading to armed conflict.

Mr. H. M. Swetland, President, United Publishers' Corporation.—We have witnessed the grandeur and strength of your time-honoured institutions. We have the evidence of your power to reconstruct and organize with patient courage and hopeful determination. A closer and more intimate knowledge, coupled with reasonable charity for our mutual eccentricities, will greatly assist us to avoid personal and national disagreements.

Mr. A. J. Baldwin, President, Associated Business Papers.—I return to America with a fuller realization of the gigantic problems with which Great Britain has grappled during these dark years and a better understanding of the spirit and purpose of your wonderful nation.

Mr. E. H. Darville, Editor, *Hardware Age.*—I have long believed that with the British Empire and the United States cordially and unselfishly cooperating they can with their Armies and Navies exercise a wise restraining influence on selfish dynastic ambitions for the best interests of mankind.

In addition to these tributes from representatives of trade journals, Mr. William R. Moody, of the *Record of Christian Work*, says:—The members of our party have been impressed by the breadth of vision of men on this side of the ocean, and we return home inspired by something of their noble ideals. We shall work to bring about a better understanding of the problems of the British Empire in the realization that they are the problems of civilized countries in which the United States should assume its responsibility, and render its quota of service.

Departure—

At nine A.M. on the twentieth of December we were at the depot, ready to bid a final farewell to London. We arrived at Liverpool at seven P.M., and were taken to probably the finest hotel in Europe, The Midland-Adelphia. It is the first hotel which has seemed like home. It is understood to have been built for Americans. In any case, it has steam heat, big lounging rooms, bathrooms, etc. The Major gave us a last private dinner, at which we attempted to express our appreciation of his careful attention to our party since its arrival, and the many services which he had rendered to the party, collectively and individually.

By noon of the twenty-first we were on board the *Carmania*, a larger ship than the *Lapland*, and with better accommodations. We had to wait for the tide, and did not leave the pier until eleven A.M. the following day.

The sea was calm as our pilot left us. But the nightmare of our previous trip was still with us, for we were ordered to wear our lifebelts, as the danger of floating mines still existed.

Christmas night on board was made enjoyable by a splendid concert and a lecture by Sir Arthur Pearson, the great English publisher, and founder of Dunstan School for the Blind. He explained to us in detail the great work which he has undertaken. Being blind himself, his speech was very impressive. He told us how they first get the confidence of the men, and get them to feel that while they may have lost one sense they have four left. His main talk hinged around the foundation of the school. They teach them to get about first in their own room, then they branch out, and soon they find that they can get on very comfortably, although they cannot see. They are taught all sorts of work, from chair-making to stenography, and, as Sir Arthur explained, they make splendid workers, for their attention is not distracted by the things which they cannot see.

Halifax—

At Halifax we left 3,600 Canadian soldiers. We had enjoyed meeting and knowing many Canadian officers. They were going home. We were pleased at what Canada is doing for her men. We found that each of these officers had been presented with a big farm—not an unproductive waste of mountain stretches of snow and ice, but of productive land which can add to the productive capacity of Canada. And as a stimulation to these men to become solid and substantial citizens of the Colony, each one has the offer of a loan of $2,500 from the Canadian Government, at five per cent for five years, with which to equip, furnish and habilitate himself in his new home.

We travelled around in the snow in Halifax, visiting the great pier which will cost $30,000,000, met the constructing engineer, and visited various parts of this wonderful undertaking, which is now under construction.

Early in the afternoon we were on the way to New York, and January first we hailed with delight, first the grey Jersey shore, then Coney Island came into view, above which finally the Statue of Liberty lifted its head, and we were greeted with the ragged sky-line of old New York. But whatever may be said in criticism of this conglomeration of architecture, it presented to us the most beautiful picture we had seen since we left.

Looking Backward—

Reviewing briefly the various experiences of what has been styled our great "adventure," our party found themselves tremendously impressed with the immensity of the great war struggle. The enormous preparations made by the United States, the great merchant fleet on which we sailed, the concentrated intensity of English endeavor, and the determined and methodical work of the French people, proved that the greater part of the civilized world were united in one common cause, the protection and maintenance of such civilization as had been established prior to the war. We were impressed with the character and stability of English production even under its greatest expansion. The habit of quality production inaugurated and maintained through many years permeated the war products in the same characteristic quality. But the greatest educational advantage gained from the trip was derived from close contact with the institutions of England. The great docks at Liverpool, the Great Fleet, and the Bank of England illustrated the difference between the institutional progress of England, and the hasty and sometimes immature developments of American enterprise.

Whatever the inspiration which prompted Lord Beaverbrook to establish his Ministry, and inaugurate through its ministrations a closer relationship between the nations of the world, can only be reflected in the results that are shown as a direct outcome of this undertaking. We can assure him, fifteen men have become thoroughly convinced of the wisdom of the project, and see a far-reaching development as a direct result of their visit. If the results are to be measured by the interest shown by the American people, a satisfactory answer can already be given. Numerous addresses before important and influential gatherings have been received with marked attention, and the pages of their various publications devoted to records of these important events have been read with great interest.

Looking Forward—

If the project measures up in any degree to the conception of its originators, it will stand as the forerunner of many important and beneficial developments affecting the future of the people of the English-speaking nations. While the effort cannot produce that extreme personal relationship between all the individuals of the great nations represented, it is a beginning which promises much for future generations. As each country becomes better informed of the aims, objects and desires of the other a greater unity of purpose will be established, and civilization will mark a period of development.

The business of the nations is to produce by industry and cooperation the commodities needed for the world. It is not a vain hope nor a wild assumption that a wider observation of the facilities, conditions and requirements of the several nations will bring about a cooperative effort which will furnish these commodities on a fair basis of exchange. No individual or collective plan will succeed that does not take into account a fair compensation for services rendered, whether it be from capital or labor. A careful consideration of these questions by our great statesmen will also tend to a closer study of conditions by the great leaders of industry representing both capital and labor. Society is interested in making better people. Industry is interested in making better products. But better products are a by-product of better people. Progress will, therefore, be at all times dependent upon the ethical stimulation of the people. Then the problem will be the intelligent organization of the productive capacity of the world, and the stimulation of production to its highest efficiency. The distribution of the products of individual industry will cease to be the dominant question. When we have stimulated industry to its highest efficiency, proportional compensation will follow. Civilization is today possessed of sufficient intelligence on the one hand, and sufficient humanity on the other, to answer properly and justly the question of the distribution of the products of all industrial endeavor. It may not be considered a prophecy but rather a conclusion from the progress of events that the culmination of advanced social, industrial and political conditions is within the intellectual vision of advanced thought. Such a *denouement* will give the world a universal government, a common language and a distribution of world's products proportional to individual effort.

To this end, the British Ministry of Information has made a liberal contribution, and the Industrial Press of America will assist as far as possible the evolutionary process.

Impressions—

The foregoing is an effort to record in a more substantial manner than has been previously undertaken, the important events and happenings that occurred in this connection. It also offers an opportunity of placing on permanent record the great appreciation of our party, individually and collectively, of the many favors and courtesies extended, not only by the British Ministry of Information, but by a large number of individuals who cooperated in the project to our profit and pleasure.

In the following pages an opportunity for individual expression by each member of the party has been afforded.





ARTHUR J. BALDWIN

Is a graduate of Cornell University and member of the American Society of Mechanical Engineers. He entered the publishing business in 1916 as President of the Hill Publishing Co., and with the consolidation became Vice-President of the McGraw-Hill Company. Mr. Baldwin is an able lawyer, and is considered a great acquisition to the publishing field. He was a member of the Constitution Convention of the State of New York. He has given much time to politics and other patriotic work. He was the first President of the reconstructed Associated Business Papers, Inc., which is at present an important organization, the members consisting of the leading publishers of business papers in America

PERSONAL IMPRESSIONS—VI

ENORMITY OF GERMAN CRIMES

By Arthur J. Baldwin

THE impressions that I received from our European trip were many and varied, but somehow, now that a number of months have passed since I traveled through the devastated area, one thing stands out predominantly in my mind, and that is the enormity of Germany's crimes. To express them tersely I would say they were three, and I would name them in the inverse order of their importance.

FIRST—*The Crime Against Property:* The sight of the fertile lands made barren, the populous towns and cities laid waste, and villages literally obliterated, made a deep and lasting impression on my mind. But, after all, this great crime against property is of the least importance because we know that in time the flowers will again bloom, the trees will grow, and the industry of man will replace much of the wealth so wantonly destroyed.

SECOND—*The Crime Against Humanity:* Ten million men are dead, and millions of young manhood of Europe, while they live, are sightless and maimed, and their vitality sadly depleted. Some statistician will shortly give us the exact numbers of these casualties but no one will ever be able to enumerate the broken hearts and blasted hopes, or measure the tears or the anguish of the years that have gone. This crime against humanity is felt in millions of homes, but somehow we realize that time, while it does not assuage the sorrow and suffering of the world, deadens the pain, and in a few generations the world will move on and the processes of evolution will, in a certain sense, replace the lost ones.

THIRD—*The Crime Against Civilization:* By this I mean the destruction of the moral fibre of mankind. Slowly through the generations there was evolved a code of honor applicable alike to all men in their dealings one with another. "Thou shalt not kill!" was taught for so many generations that the sanctity of human life seemed secure. "Thou shalt not steal!" was made the fundamental law of all governments and all peoples, until life and property were secure from pole to pole and westward until the globe was encircled. And woman, too, was respected, and those tender relations

of life which are the very basis of civilization seemed secure everywhere. But in the autumn of 1914 Germany invaded Belgium, openly violated her treaties, and the world, with open eyes, wondered that there was no such thing as honor among nations. Men began to ask themselves, "If there is no honor among nations why should there be honor among men?" They saw so much killing and murder that it was put into the hearts of all men to kill. They saw so much pillage and robbery and appropriation under the guise of military necessity that the millions of men involved could draw but one lesson—if you want anything you must take it. The manner in which the womanhood of invaded France and Belgium was treated, and the utter disregard of established laws and morals furnished such an example to the world that there seemed to be precedents for anything that man desired to do. Civilization had been built up upon the restraints that were laid upon ignorance and passion. Germany loosened all these restrictions, and now, although peace is being sounded, there is approaching from eastern Europe and steadily making its way westward a theory of life and morals that knows no country and knows no God. The whole moral fabric of the world is so undermined and a hungry world is being fed upon the garbage can of Hell. Even in the streets of New York this day there are circulated pamphlets reading: "No more rent to the landlords! No more interest to the bankers! Property for the workers only! Are YOU for it?" Bolshevism, the expression of unrestrained desire and animalism, was made possible by Germany's conduct. This to me is Germany's greatest crime. Centuries upon centuries of work have been destroyed, and long after the property damage and damage to human life shall have been lost sight of, the moral fibre of civilization will still feel this terrible wrong.



H. E. TAYLOR

Graduated from Amherst College in 1904. Member of the City Club of New York. Entered the publishing business in 1906, and has been for a number of years secretary of the Textile Publishing Co., Eastern manager of the Root Newspaper Association, and Advertising Manager of the "Dry Goods Economist"

JUSTICE TO CIVILIZATION

By Harry E. Taylor

As I now look back over those eventful months of our trip the details have pretty generally classified themselves, but the general impressions are so closely interwoven as to be segregated only with difficulty.

It is more plain each day that the British Government was wise in not relying upon printed propaganda to have itself properly understood by the world, but that its plan of inviting men from every corner of the earth to come and see will have a more far-reaching effect than any printed program that might have been issued.

I shall never forget the sense of unworthiness and yet pride with which I first heard the men of the United Kingdom praise the part played in the war by this country, and express their sincere thanks and appreciation for having unquestionably thrown the balance against the Central Powers. I am constantly conscious of a sincere friendship towards this nation on the part of the English, the Scotch and the Irish, which friendship was to be found in all of the classes with which I came in contact. The extent of that feeling abroad is not known or realized in this country as it should be, but the knowledge of it is bound to spread by very reason of its existence. As things stand today I feel that Great Britain knows us better than our people know her.

Before doing the battle area I was impressed with the fact that the British reserve had in it nothing of the phlegmatic. I was impressed with the almost inconceivable amount of effort expended in material accomplishments; with the enormous drain on man power; with the stoic sacrifice of life, money and comfort; and with the great solidity and earnestness and determination of the British people.

Having seen what we did of the fighting area we can still better appreciate what was that wastage of men and material and human effort. Wastage, because it was all wasted beyond salvage for destructive purpose, or for defense against destruction. To me the one great thought as we saw the thousands of acres of barbed wire, the hundreds of miles of trench systems, the thousands of underground excavations, the hundreds of demolished tanks, and the evidence of infinite labor, and, as we easily imagined, millions of tons of steel manufactured and the extensive transport system required—seeing all this, it seemed a miracle of miracles that the Allies should have saved themselves from even the first rush of the Central Powers, so long

prepared, so completely supplied and so carefully co-ordinated for this war.

That the British people, with their enormous indebtedness, with the destruction of shipping, with their appalling loss of human life, face a great financial, social and economic problem, is immediately apparent to anyone. Particularly, in that external commercial relationships have been changed during the same time that internal changes were going on. I feel that it would be a great mistake if the moment the one great danger to the world were removed, international martial cooperation were to give way immediately to international commercial competition and thereby place the heaviest economic burdens upon those who had made the greatest sacrifice for the world's safety and future happiness.

There is another impression which I shall carry as long as I live, and I think we all will. It is that impression of Douai. We shall remember Ypres, Lens, Courcelette, and the hundreds of other cities and villages, worse than obliterated by the terrific fighting that swept back and forth through them, but we shall remember that that destruction was a part of modern warfare. In contrast with them we shall remember Douai and that what we saw there is not the evidence of war but the unquestioned evidence of organized vandalism and bestiality for which those in authority were no more or less responsible than the individual private soldier. The wanton destruction, despoilment and defilement that was carried on in every room in every house in that town would have been impossible unless it were willingly and enthusiastically done by many thousands of individual Huns.

And now that the war is over we are fully aware of what Germany intended to do to and with the nations she had planned to conquer, now that we have ourselves seen what she did to the inhabitants caught behind her lines, now that we have read her own printed plans for exacting recompense for her own expenses, now that we have seen the sacrifice of life, wealth and happiness forced upon civilized nations and peaceful human beings, it is galling to read peace plans and international policies that talk about "justice" to Germany and Austria, and forget the justice due the inhabitants of Douai, or those farmers of Noyon, or the crucified Canadians, or the little French lieutenant so horribly burned with liquid fire, or the boys who were choked to death by gas, or those who died in agony from poisoned waters, despite the agreements of The Hague. I am in favor of *justice* to Germany and Austria; but *justice* to *civilization* deserves first consideration, and such justice involves full and complete punishment for crimes committed and rendering of the criminal helpless to repeat.

I feel that the great opportunity that was ours carried with it the perpetual obligation and privilege to promote truths and proper understandings.





ALLEN W. CLARK

He entered the publishing business in 1888, and since 1908 has been president of the American Paint Journal Co. of St. Louis, publishers of the "American Paint and Oil Dealer" and the "American Paint Journal". He is president of the Southwestern Trade Press Association and was one of the founders of the Associated Business Papers, Inc. He was state chairman of the Committee on War Camp Activities of Missouri and was a member of the Export Bureau of the War Trade Board during the war. Mr. Clark was on leave of absence by courtesy of the War Trade Board while in Europe

THE ENGLISH-SPEAKING DEMOCRACY

By Allen W. Clark

The common democracy that pervades the English-speaking world and that made us feel at home among Britishers of all degrees was most strikingly exemplified to me in the character of Baillie Muir, shoemaker, the official host who presided and spoke with such rare grace and wit and wisdom at the dinner given us by the corporation of Glasgow. When I told him of our St. Louis shoemakers and their great plants, he said, "But I'm a cobbler and work at my bench,"—which reminded me of the Mayor of St. Louis, who had said to me a few months before, at a Liberty Loan meeting in a high school building, "Eight years ago I was laying bricks in that south wall, and mashed my finger."

It was an incident, of an instant, that most enlightened me, and removed my one prejudice against the English, whose native reserve I had considered an indifference or incapacity for feeling. It was on a crowded London street, when a bomb bursted in midair, then another, and I felt the instant tension of the crowd. Everyone had stopped in his tracks as if paralyzed. A third bomb exploded and though all knew its message the tenseness did not relax—until, after several seconds, a woman rushed into the street, with her arms opened toward the skies, and cried, "Thank God, it's over." Then and there the men and women and children, who a few hours later and for a week after, made pandemonium on the Strand, fell to weeping and sobbing, some upon their knees—and were unashamed. Then I knew that the English are very human and very lovable and quite understandable.

Perhaps the British characteristic most important for Americans to realize and appreciate was impressed upon me by almost daily demonstrations—but one incident illustrating it constantly recurs to me. In a little suburban settlement a small cottage was being torn down. It was said to have been built about 150 years ago—not old, for England. Every bit of wood in that cottage had been painted or varnished all over, on all sides and ends, the surfaces that were hidden as well as the surfaces that were shown; and all this wood was practically intact. British thoroughness is a trait, a quality, an asset, of which the world will know more, if British manufacturers continue their current emulation of American organization and quantity production and scientific advertising.

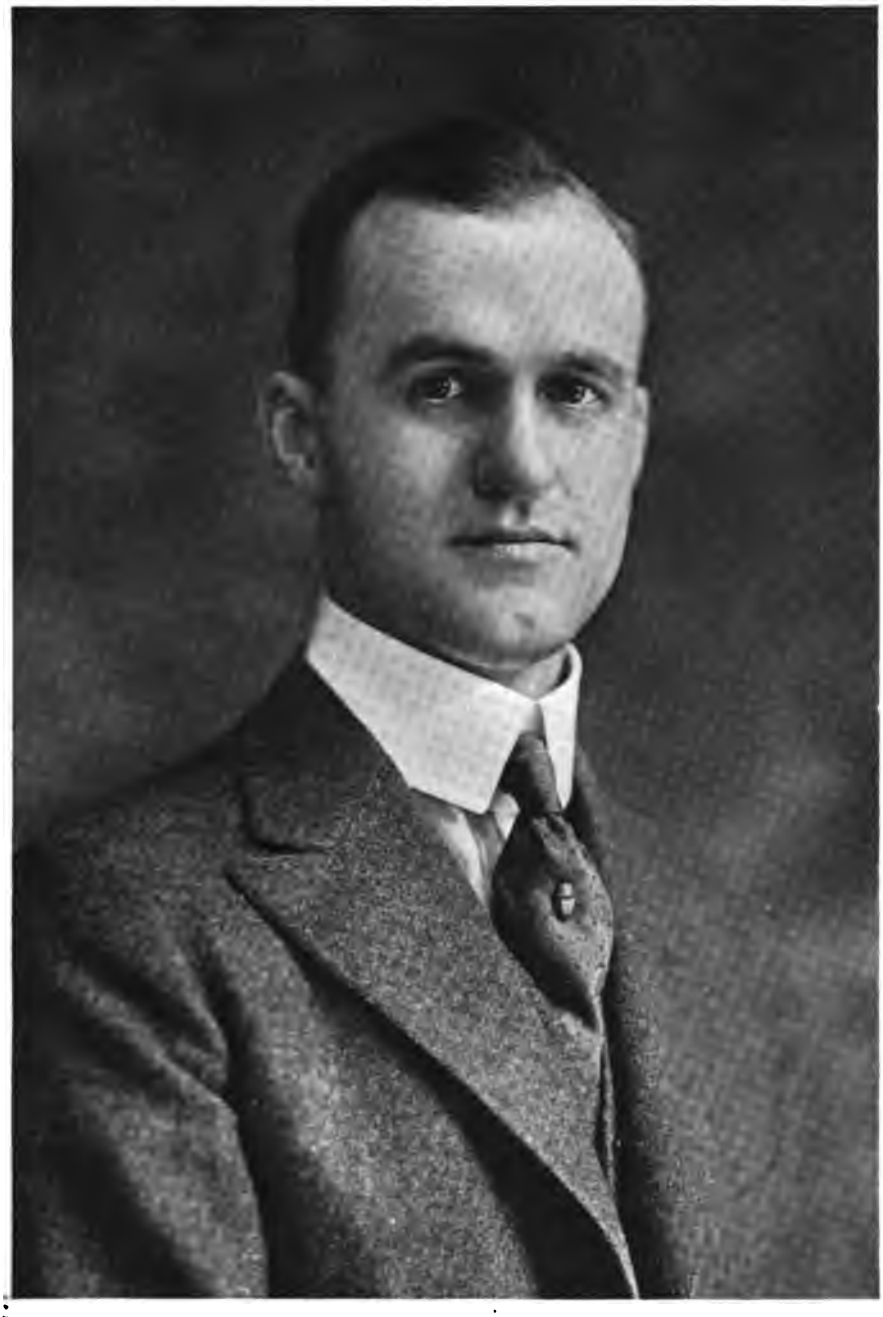
Another incident comes to my mind when I am asked, "If the war devastation is as bad as it has been described," and I know that it never

has been described and never can be described satisfactorily by or to one who has not seen it. We were in a ruined and razed city in the midst of that vast devastated area through which we had motored for hours until its tragic monotony overwhelmed us into a sickness of heart that was silent in the futility of speech. The quiet of the grave covered the ruined city as a pall, and we seemed curious and alien intruders in this cemetery of homes and hopes, of industries and work, of churches and schools and hospitals and reverence and culture and charity. Here, and for miles around, was no habitation for man nor beast. Even the birds seem to shun its desolation and solitude. But up the narrow roadway that had been cleared through the debris for the Allies' last advance came a woman and four small children—one in her arms. She had eluded or cajoled countless military police and dragged herself and her children for miles through that zone of desolation, in her woman's and mother's insatiable hunger for the home that she must have known was but a shapeless mass of brick and timbers.

But what impressed me most deeply of all was the idea and spirit and work of the English-Speaking Union, and I also am reminded of that by another incident. "Do any of you want to see anybody or any city in Ireland?" Major Evelyn Wrench, our official host, asked us. "Because we want you to go everywhere and to visit everybody that you have even the slightest inclination to see, and we can arrange that any such visit or interview can be secured without any embarrassment to anybody."

Major Wrench was the prime factor in the conception and organization of the English-Speaking Union, of which he recently said, in a dinner to a distinguished American, Hon. James M. Beck:

"Mr. Beck has referred to the Arthurian Legend as one of the greatest possessions we English-speaking people have in common. Why should not we create a Round Table to which we could call the Knights from all the far corners of the world, all the men who do things that are worth while in the English-speaking world? I should like to see this Parliament, this Conference, this Moot or Council, whatever you like to call it, meet one year in Washington to discuss common problems, and another year in London, subsequently at Melbourne or Sydney, at Ottawa and Cape Town, and let it perambulate around the English-speaking world. And if we could have such a common council as this, with representatives from all the English-speaking world, it would have a tremendous influence, and would make us all understand the problems we have to face, and would be the means of teaching us a great deal. We of the English-speaking world have much to learn from one another. America has her tremendous lessons to teach us, and I venture to say that this old country has something to teach also."



H. C. ESTEP

Attained the title M. E. from the University of Minnesota in 1908. *Is a member of the American Iron and Steel Institute, British Iron and Steel Institute, American Foundrymen's Association and American Society of Mechanical Engineers. He entered the publishing business in* 1908. *Has been Directing Editor for the Penton Publishing Co., publishers of the "Iron Trade Review", "Daily Iron Trade", "The Foundry", "The Marine Review" and "Power Boating" for* 4 *years. He is the author of "How Wooden Ships Are Built", was Secretary of the Semisteel Shell Committee, Ordnance Department, in* 1918, *and is at present Chairman and Secretary of the Committee on Papers for the American Foundrymen's Association*

IMPRESSIONS OF GREAT BRITAIN AND FRANCE AT THE END OF THE WAR

By H. Cole Estep

The period immediately following the signing of the armistice was described by A. J. Balfour, the great foreign secretary of Britain, as "the most dramatic moment in the history of recorded civilization." A journey through western Europe at such a time could not help but bring to one's mind a multitude of tremendous and vivid impressions, only a few of which I shall endeavor to set down.

On every hand in Europe, I am glad to say, there is the most generous disposition to give the United States credit, perhaps more than we deserve, for our part in the war. And it is particularly gratifying to know that this credit extends especially to the American private soldier—to our doughboys whom everyone freely admits were among the finest fighting men who ever appeared in battle in the world's history.

The second great impression which I received is that Germany is utterly, completely and finally defeated in a decisive military way. And furthermore the Germans know it regardless of any camouflage they may put up from time to time. Just before he departed for the safe security of Holland, the Crown Prince issued one of his characteristic flamboyant manifestoes to "my glorious, loyal and steadfast troops." With that curious inconsistency which is characteristic of the Germans, the Crown Prince in this document compliments his army on its victorious career and then points out how many of his divisions have been reduced to a strength of less than 1,000 rifles.

If anything could add to Germany's military defeat you have only to consider the condition of her industries. The basis of all war today is steel. And Germany's source of steel is gone through the loss of the great Briey iron ore fields. These fields are the second most important in the world and the only ones in Europe where iron ore can be mined on a basis comparable in cost and efficiency with our own Lake Superior ranges. Without this Briey ore the great German blast furnaces and steel works in the lower Rhine valley must remain black and deserted. And hereafter, let us not forget, Germany cannot obtain this essential raw material which lies at the root of her entire industrial and military power except on terms dictated by France and the League of Nations.

My third impression of Europe concerns the great debt which we owe to our older Allies abroad, which we can never repay, owing to their terrific and terrible losses.

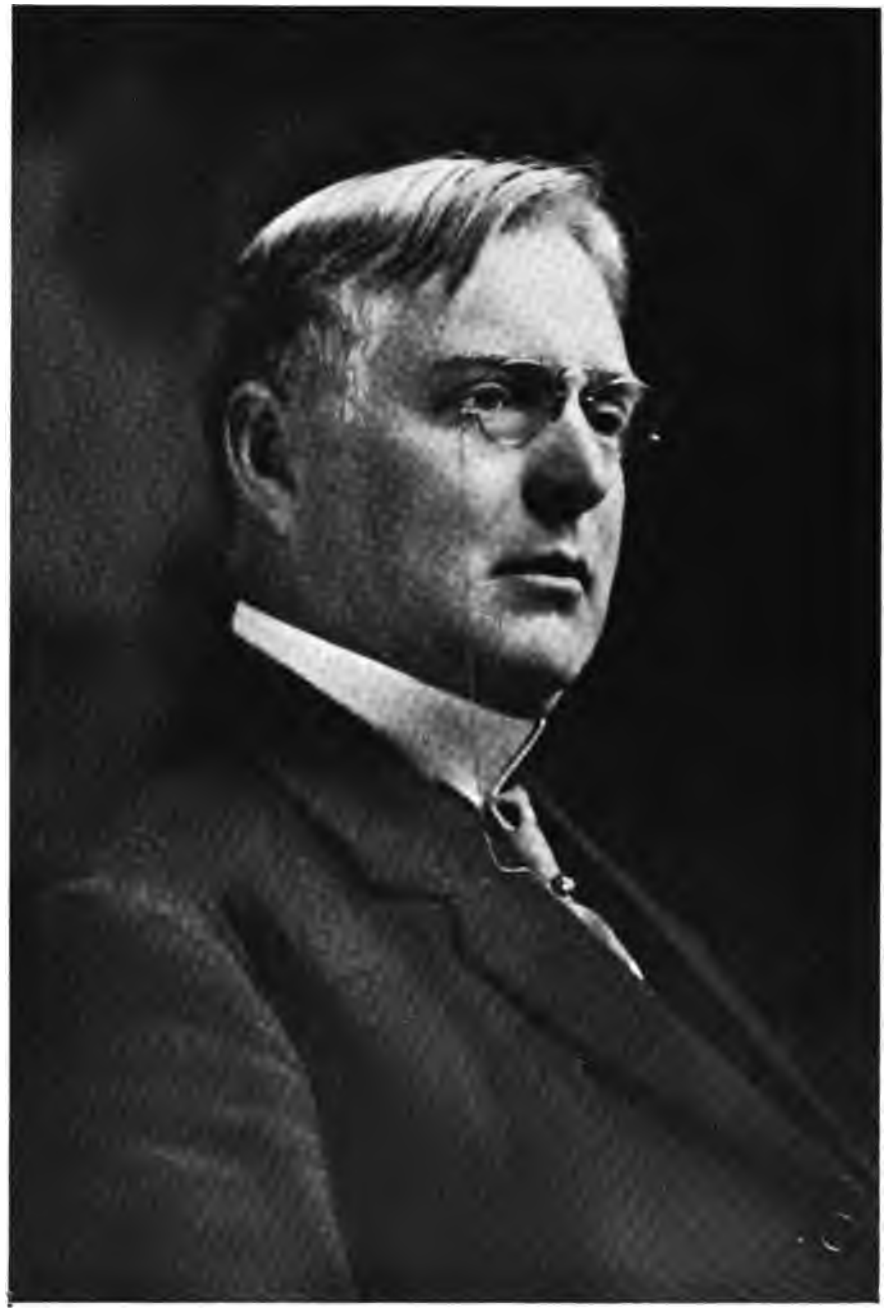
In spite of this, however, I was amazed at the evidence on every hand, especially in Great Britain, of tremendous reservoirs of industrial and commercial power. The war has awakened the British people to new life and energy such as they have never exhibited before in all their great history. And as a result, I believe that England has come out of the war more powerful in an industrial and business sense by far than she went into it.

To make this definite, permit me to present a few figures regarding the British foundry industry with which I happen to be familiar. In Great Britain, that little country no larger hardly than the State of Wisconsin, there are 3,000 gray iron foundries, or about two-thirds as many as there are in all of the United States of America. These foundries have a capacity at present of about 2,000,000 tons of castings per year. In addition, there are about 100 steel foundries in Great Britain, with a capacity of 160,000 tons per year, or double that which was available prior to the war. Finally, there are an equal number of malleable iron foundries with a capacity of over 50,000 tons per year. And Great Britain's iron and steel industry as a whole has increased its capacity some fifty per cent in the last four years, or from 8,000,000 to 12,000,000 tons per annum.

Of course, back of all this evidence of power and prosperity stands labor, the great question-mark of the day in Great Britain. There are favorable factors, however, even in the British labor situation. Particularly one is impressed in going through British shops with the great advantage they have in the fact that their workmen come from a single national stock and all speak the same language. The practical importance of this is incalculable and I have been vividly impressed with the fact that no movement among our industries today is more important than the plans which are going forward in many industrial centers for Americanizing our great undigested mass of foreign-born workmen and teaching them the English language, so we will have a common bond of speech through the medium of which we can deal with these men.

Stretching down across the fair land of France from the North Sea to the Swiss border is the great red line of battle now happily quiet, peaceful and all but deserted by fighting men. Nevertheless, you cannot take even one glance at a battlefield, viewing that vast welter of destruction, with here and there those lonely little crosses, without being filled with the determination that somehow in a practical way—and it must be practical—a plan must be worked out which will prevent the world from ever again going through the scourge of the past four years.





HERBERT LINCOLN ALDRICH

Was educated at Cornell University. Is a member of the Engineers' Club, New York; Automobile Club of America, Loyal Legion, Army and Navy Club. Member of the Council American Society of Naval Architects & Marine Engineers; member of the American Society of Mechanical Engineers. In 1897 he wrote a book, "Arctic Alaska and Siberia". Assisted in the founding of Marine Engineering, and is President and Treasurer of the Aldrich Publishing Co., which publishes "Marine Engineering", "The Boiler Maker" and technical books

IMPRESSIONS FROM THE TRIP

By H. L. Aldrich

The trip was full of impressions—important and unimportant—but the important ones were so great in themselves that they make the unimportant ones seem trivial. Because of this I shall devote myself entirely to the important ones.

Nothing impressed me more than the apparent change in sentiment of the people of England toward Americans. On my many previous trips to England (and this was the twenty-third time I have crossed the Atlantic), I have been impressed with the consciousness that although some of the Britishers were friendly to Americans, many of them were not. This time, however, all the weeks we spent there, so beautifully entertained by the nation, I do not recall meeting a man who did not seem anxious to be friendly with Americans and eager to have his country and ours in perfect accord.

The feeling seemed to be universal that the future safety of the English-speaking peoples depended upon a spirit and bond of friendship that no German propaganda, nor other maligned influence, could break.

In previous years I have visited English industrial establishments where I was entertained in the office with the greatest of courtesy and given good cigars to smoke, but was apparently deliberately kept away from the shops where work was carried on. This time where we were received in industrial establishments there seemed to be a desire to make us feel as though we were welcome, not only to enjoy the cigars and the wines in the offices, but to inspect the manner in which the work in the shops was being carried on.

I expected to find in London many wrecked buildings and other evidences of destruction wrought by bombs dropped from German aeroplanes, and the surprise was great to find no such traces of demolition. It showed a wise forethought on the part of the English authorities, to have at once the damaged buildings restored, to efface all oppressing and disheartening signs of wreckage.

I had the good fortune (if it could be called good) to be in London when the war started. It was wonderful to see the valiant way in which the young men, with such unhesitating and intrepid courage, rushed to enlist, and it was inspiring to witness the enthusiastic and indomitable spirit with which the people showed their determination to win the war into which they had been so unexpectedly plunged. Napoleon recognized this characteristic

tenacity when someone said to him, "The British seldom win battles." He answered, "But they always win the last one."

The terrible price that the English and Scotch have paid to win the victory is more appalling than human imagination can picture, but the undaunted spirit with which they are greeting peace is as admirable as their irrepressible valor in tackling the war at its inception.

France does not seem at all like her old self. Our lack of knowledge of the French language and of the French character made it difficult for us to comprehend all that the people are feeling about the terrible ordeal through which they have passed. But the same quality of mind and spirit which enabled them to meet so heroically privations, danger and death will carry them on progressively through the reconstruction period to the triumph of eventual prosperity.

Naturally, as an American, I was deeply impressed by the evidences on all sides of the excellent work done by my fellow-Americans and in talking to scores of people I learned to realize how fearlessly our soldiers faced the fight and how brilliantly their final effort helped to bring about the armistice.

Equally well did our doctors distinguish themselves in the work that they did.

It especially touched my pride in engineering to see the work that our American engineers did in all branches of their work in France, and although I undoubtedly missed a great deal by not visiting Metz, Verdun, Rheims and other places, I would not for anything have missed the very remarkable experience I had in going to St. Nazaire, and seeing with my own eyes what our American engineers did to back up the work of the soldiers who did the fighting, and the doctors who were on the battle-front and who managed our hospitals so splendidly. St. Nazaire is a full day's ride from Paris and there was a constant changing of passengers so that I had opportunity to talk with something like seventy-five to 100 men closely associated with the work done by our engineers. In this way I was able to get an unusually intimate grasp of what these engineers had done. The work would make any American proud of the fact that he was an American citizen, and especially make a man associated with engineering proud of his associates.



SAMUEL O. DUNN

He is a member of the Illinois Bar, American Economic Association and the National Institute of Social Sciences. He entered the publishing business in 1890, *and has been the Editor of "Railway Age" since* 1911. *He is the author of "The American Transportation Question", "Government Ownership of Railways" and "Regulation of Railways". He is a noted writer for popular publications on railway subjects, and is on the lecture staff of the North Western University of Illinois, Howard University and the University of California*

WAR AND OPPORTUNITY

By Samuel O. Dunn

I think the deepest impression made on my mind by what I saw in Europe was made by the evidence we saw on every hand of the destructiveness of modern warfare. In all the regions where there had been prolonged hard fighting the ruin was complete. While we were passing through the devastated areas the question constantly arose in my mind as to where all the civilian population which had inhabited some of the fairest parts of Belgium and France had gone. The fact of its absence indicated more forcibly than anything else could the terrible sufferings which the survivors had endured and to which many thousands of persons had succumbed.

The ruin wrought by the war was not, however, confined to the devastated areas. It had extended throughout the world, because the entire population of the world had been put under tribute, not merely tribute in money, but tribute in labor, suffering, property and lives to produce the results of which the desolation which we saw was merely the most concrete evidence.

The ruin wrought by this war argues overwhelmingly, to my mind, for new constructive efforts being made to render war, if not impossible, at least far more improbable in the future than it has been in the past. Measures are being proposed to make future wars less destructive and more humane. These are but palliatives, and may prove to be not even palliatives. I fear that any war which may occur when there are available such instruments of destruction as modern science has made available will have effects as bad, or worse, as this war, and that unless mankind can devise means of preventing wars civilization will be destroyed by the very science which it has regarded as one of its most glorious and beneficent products.

Another impression made on my mind was as to how much more the peoples of Europe had done and suffered than had the people of the United States. We did our part during the short time we were in the war, but they did their part much longer and at much more frightful cost than we did. Those who held back the Germans during the two and a half years before we entered were defending us as much as themselves, although we did not then recognize it. In our future relations with them we should recognize this fact and deal with them accordingly.

With respect to the American industries which the papers with which I am connected especially represent, I gained the impression that the outcome

of the war has opened to them an enormous opportunity. The industries in large parts of Europe have been destroyed. The industries of Europe which have not been destroyed have greatly deteriorated, and the same thing is true of the industries of other countries throughout the world. The material welfare of mankind demands that industries which have deteriorated shall be rehabilitated and that those that have been destroyed shall be reconstructed. It demands also that vast resources of the earth which heretofore have remained almost untouched shall be developed.

Before these vast untouched resources can be developed or industries which have deteriorated can be rehabilitated, or industries which have been destroyed can be reconstructed, there must be carried out all over the world a vast program of rehabilitating and reconstructing old railroad systems and of building new ones. Production can not be maintained and enlarged under modern conditions without good and adequate railroad service to transport raw materials to the places of production and to carry the finished products away.

Now, the one country which today possesses a large surplus capacity for the production of railway equipment and supplies is the United States. Furthermore, it is the one country which has large amounts of capital which can be devoted to the rehabilitation, reconstruction and construction of railroads. I feel sure, therefore, that the world war has made available large markets for the railway equipment and supply manufacturers of the United States.

Before the opportunity presented can be grasped, two things must be done: First, the countries which need railway equipment and supplies from the United States must be provided means for buying it. This presents a problem of international finance of the first importance and magnitude. Second, the railway equipment and supply manufacturers of the United States must thoroughly investigate foreign markets and adapt their manufacturing methods, their practice in giving credit, and so on, to the requirements of foreign governments and foreign railway companies.

I am confident from developments which already have occurred that these things are going to be done, and that during the period of reconstruction there will be vast exports of railway equipment and supplies from the United States.



ROGER W. ALLEN

Is a graduate of the New York Public Schools. He entered the publishing business in 1892, and has been Treasurer of the Allen-Nugent Company, the Hat Trade Publishing Co. and the Millinery Trade Publishing Co. for 17 years. He is at present President of the New York Business Publishers' Association. He organized and was Executive Secretary of the great Preparedness Parade in New York City in 1916. This was the first of similar parades in 92 other cities. He is active in numerous civic and national patriotic movements

GERMAN CRIMES

By Roger W. Allen

I received certain very distinct impressions as the result of the opportunity afforded our party through the courtesy of the British Ministry of Information and I think not the least important of the impressions with its consequent lesson, was that the British Government had acted most wisely in taking absolutely into its confidence representative citizens of the United States, selecting those who, by reason of their particular vocation, were in a position to influence public opinion and in an open and above-board manner put their cards on the table face up and had, at the outset, translated their invitation briefly as follows:—"Come visit us; see what we have done and are doing; get all the information you wish, go anywhere you care to in our own country, or in the battle areas; make your own observations, form your own opinions and when you go back home, tell the truth."

The striking difference between this manner of getting facts before the people and the underhanded, sneaky form of German propaganda is worth remembering. I think I voice the sentiments of the entire party when I say that at no time were we denied any information that we sought, we went everywhere and anywhere we cared to and there was not a single instance where any undue influence was brought to bear upon us that might have an after effect on our opinions and actions.

We received our first vivid impressions of the efficiency of the great British Navy as we zigzagged across the Atlantic. The impression of admiration for its efficiency was increased after we had sighted the northern coast of Ireland and when we reviewed the Grand Fleet in the Firth of Forth three days before the German submarines surrendered *en masse*, the impression on me found voice in the exclamation, "The civilized people of the world may well thank God that there was a British Grand Fleet."

I was impressed by the fact that the British man and British woman stood shoulder to shoulder in the great fight for the very existence of Civilization on earth. Never did they flinch, never did they complain and with what I believe is characteristic British reticence, never did they boast of what they had done; in fact I was impressed by the fact that in many instances they almost refused to admit that they had done anything. The whole world, however, knows what the British Empire did in this war.

The comprehensive trip over practically the entire devastated portions of northern France and parts of Belgium impressed me most profoundly

with the heinousness of the great German crime. These impressions will never be obliterated from my memory and that the entire blood-guilty nation, from its former Kaiser to the lowliest peasant, should escape eventually punishment, seems unthinkable. They will not escape punishment if there is a God above and a place of future punishment, I believe there is the first—and hope there is a second—for Germany.

Having been in England before the armistice, and after, and having learned at first hand of the completion of all aerial and military equipment necessary to thoroughly thrash the German nation into a realizing sense that they were beaten hopelessly in a material and military sense, I am personally impressed with the fact that in asking for the armistice and its granting, Germany and Austria simply cheated justice. I am, further, thoroughly convinced that Germany still remains a menace to the happiness and peace of the entire world. I am convinced of her arrogance and absolute lack of repentance for the million and one crimes committed in her name, and I am convinced that her nearest neighbor, the French nation, is right in asking that through concerted action of the Allies, Germany be made absolutely impotent for any further aggressions. I am certain that German propaganda today is more generally rife and more thoroughly dangerous than it ever was before and I think I see in the all too numerous attempts to create discord between the Allied nations and America, the stealthy, cowardly hand of the German propagandist.

Of poor bleeding France, what can be said? Nearly 2,000,000 of her inhabitants lie buried in her blood-stained soil. Her children are fatherless and her wives are widows, and can we blame them if they insist that full precaution be taken that this world-wide offense against life and liberty and civilization shall never happen again? To one who has seen the battlefields of Verdun and other historic spots, it would seem as though every French poilu must have been entitled to the Croix de Guerre.

I am deeply impressed with the fact, and fact it is, that the great United States of America must, and will want to, aid and succor the stricken peoples of Europe in their endeavor to rally from the awful blow that has fallen upon them. As to the peoples of Germany and Austria, for economic reasons only, they must be helped to rehabilitate themselves. They must be made strong to work. It must be made possible for them to earn money. Their country must produce, but every effort and every last mark that the people of Germany earn and every ounce of merchandise or foodstuffs produced over and above the absolute necessities of her people for existence, should belong to the Allied nations for as many generations as is necessary for complete restitution and reparation.





W. W. MACON

Graduate of Sibley College, Cornell University. Member of the American Society of Mechanical Engineers, American Society of Heating & Ventilating Engineers, Engineers' Club of New York, Brooklyn Engineers' Club, Cornell University Club, American Association for Labor Legislation, National Safety Council. He entered the publishing business in 1898, and has been Managing Editor of "The Iron Age" for several years. He is the author of several engineering society papers

OPPORTUNITY FOR CO-OPERATION

By W. W. Macon

British regard for Americans is genuine. Whatever may have been the attitude of self-sufficiency and superiority of the Briton in the past, he is now desirous of having closest possible relations with the United States. A vision of larger things than national self-interest has been given to those who have long carried the heavy burden. National safeguards are, to be sure, not lost sight of by the British, but the welfare of the world is also regarded as an obligation.

Americans do not fully comprehend the opportunity now held out for full co-operation. We are not a unit as admirers of the British, because of our cosmopolitan derivation; we have been too far from the conflict to appreciate its overshadowing humanizing effect. Nor does every hearthstone here as there bring its flood of vibrant memories of the ravages of war. A public sentiment has been evident abroad since Armistice Day that is bound to temper acts in international, commercial and political relations.

Thus briefly outlined the foregoing covers one of the outstanding impressions received during the sojourn in England and Scotland last November and December. The one indelible impression is, of course, that of the fighting areas, which we visited in Belgium and France, but of which I am assuming others are writing. But the spirit of co-operation which the war has engendered should be emphasized.

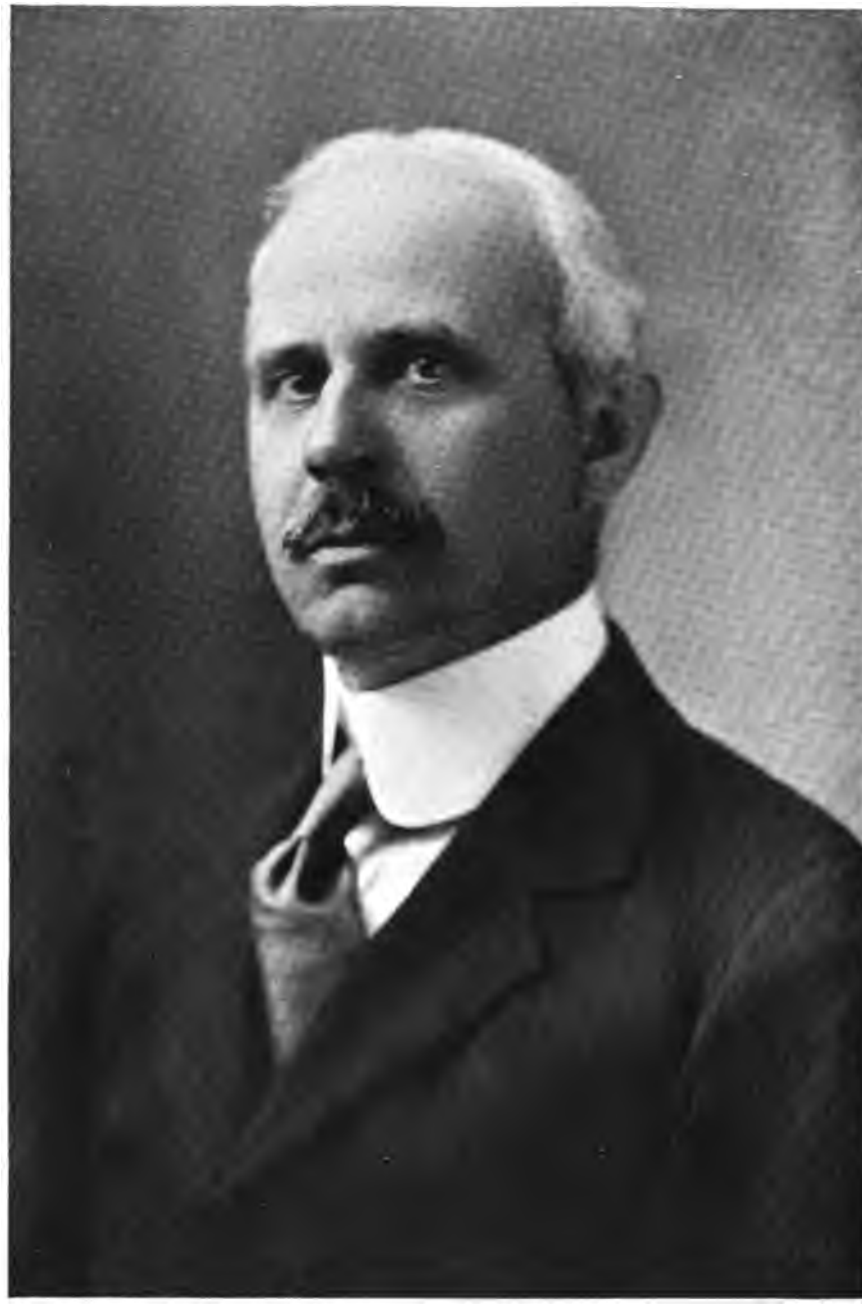
Specific instances of aggressive hunting in England for export business do not disprove the existence of the idealistic strain. Behind it, in fact, is a very practical idea. This is that there should be no destructive or ruinous competition to place business in neutral nations or those not relatively highly developed. With the great increases in industrial capacity, here and abroad, resulting from war demands, the old plan of maintaining full activity by so-called dumping is a likely outcome without the rule of reason. There is some question that the non-industrial or undeveloped country should get its supplies at levels far below those of the home market. Let the wish for co-operation become fully mutual, and a practical way out ought to be found, even without special legislation.

The labor situation at the time of our visit was naturally a topic of a major consideration. The signing of the armistice brought to the front matters of reconstruction, industrial readjustment and demobilization. The uninformed might well think it strange that the entire wage earner

class speaking the same language as the employer class did not appear to comprehend the problems facing industry. Great volumes of literature had been printed by the Government and by private sources, and the newspapers are much given to essays on topics of the day. The brief observation possible between the periods of entertainment provided by the Ministry of Information left the conclusion that the wage earner counted more on discussions in the tap room and grog shops than he did on reading for himself. In spite of the absence of the language barrier, the war period conditions had not ironed out the labor-capital differences.

The Briton, with his emphasis on the freedom of the individual, seems to be educated even more than he is in this country to accept the idea that he is rightfully a peer with any of the nation's leaders, not paying much attention to the necessary preparation before he may become a Lloyd George. What results are likely from the great amount of governmental and other documents printed in the war period was not at all clear, but in December it was usual to find references to the higher efficiency of the worker in the United States, or, as it is more commonly expressed, the higher output per individual, due in part, of course, to the greater vogue of labor-saving machinery in this country.

A review in one's mind of the remarkable visit recalls interesting incidents almost without number but they must go undescribed. Like all our countrymen, we had come to regard England as one gigantic arsenal but we had hardly visualized the scale of operations. We hardly expected to find recently erected shops of immense proportions no longer necessary for Britain's own needs but lately given over to manufacture for United States' forces. It was thrilling to see numberless howitzers at the Beardmore shipyards near Glasgow ready for shipment to the American Expeditionary Forces. It was bewildering to discover the character of castings and incidentally the scope and problems of design which had been met in making tanks as exhibited in a visit to the steel works of Hadfield's at Sheffield. It afforded a convincing proof of the destructiveness of war to witness the manufacture, as at the British Westinghouse plant at Trafford Park, Manchester, of beautiful examples of multiple cylinder internal combustion engines—also for the tanks.



HENRY G. LORD

He is a member of the Philadelphia Textile Institute and National Cotton Manufacturers' Association. He entered the publishing business in 1884, and has been Treasurer and President of the Bragdon, Lord & Nagle Co. and its predecessors, publishers of the "Textile World Journal", "Textile News" and other technical publications for 24 years. He was for several years President of the New England Business Papers' Association, and is Past President of the Associated Business Papers, Inc. He is Councilor of the United States Chamber of Commerce

RECONSTRUCTION

By H. G. Lord

The first impression I received at the very beginning of our trip was the truth of that statement that every returning visitor from Europe makes "that we in America do not know what is really meant to be at war."

Apart from the awful horror and massacre of those who were actually living in the battle area, one got a realization of the fearful sacrifice that the war brought directly to every man, woman and child in England and France, and with that realization came admiration for their splendid courage and endurance.

I was tremendously impressed with the achievements of the British Empire on land and sea not realized in the United States. Her great reserve power was brought out by the crisis. The immense number of volunteers who enrolled before conscription showed the completeness with which the whole nation was given up to the work of winning the war. There was a large increase in the productive power of all industries in spite of the decrease in the labor supply.

I was deeply interested in the changed feeling for America from that which existed before the war. The English are far more cordial and sympathetic and apparently very desirous for our friendship. There was general appreciation of our share in winning the war, and every disposition to give us what seemed more than our share of credit. One striking evidence of the feeling of the people toward the United States occurred on Lord Mayor's Day when the great parade took place, in which were represented all branches of the British army, the naval forces, and the Allied troops. The immense crowd gave the American boys by far the most enthusiastic welcome.

The visit to the Grand Fleet and the remembrance of the faithful work of our escorting destroyers gave some idea of the hardships and dangers to which British seamen were always exposed in their never-ending patrol of the sea.

The visit to the battlefields of France impressed me with the frightful horror and destruction of modern warfare. The ruin and devastation of the war zone is beyond belief until seen, and the courage and endurance of the troops who fought under such conditions seems more than human.

Perhaps the strongest impression was of the brutality and joy of destruction and cruelty of the Germans who had occupied northern France. Before making this trip I had lurking doubts of the accuracy of the awful

tales of horror we had heard in the United States. I have no doubts now of the truthfulness of any story of German atrocity, having seen the evidences of what they are capable of doing. Their devilish deeds were done by all classes of Germans in the occupied territory. With that feeling comes the conviction that the criminals responsible must be punished and terms of peace must be imposed on Germany as to make it impossible for such things ever to happen again.

The problems of reconstruction impress one with their tremendous difficulties and vastness, but I am convinced that the faith, determination and courage that enabled us to win the war will be successful in meeting the problems of peace. The French look to the Allies to help them and they will not look in vain and they will also help themselves as they did in 1871.

The splendid achievements of the Americans both on the battle-front and behind the lines are impressive and inspiring. They carried conviction of tremendous power and determined effort to win at any cost. It gave new courage to our Allies and corresponding discouragement to the enemy.

I was impressed with the feeling in England and France that the United States must be the big factor in bringing about such a settlement at the Peace Conference that will prevent future wars. They know our motives are unselfish and look hopefully to us to play the leading part in making an effective World's Peace. I was impressed with their high expectations of good that would come from President Wilson's visit. The Peace Conference is of vast importance to them. They look for it to settle many old problems and point out the way for reconstruction. I hope we shall not disappoint them.

I am impressed with the importance of a good understanding between the English-speaking peoples. We not only speak the same language, but we have the same ideas of decency, fair play, honor and justice and we believe in the greatest freedom and opportunity for the individual. Upon our close co-operation depends the peace of the world for the future.

Faith, sacrifice, determination! These three words sum up briefly the strongest impressions I brought from my visit to England and France. Faith in the justice of their cause and its ultimate triumph, a faith that sustained them through the darkest hours and the conviction that right must triumph over might; the spirit of cheerful sacrifice—private interests put in the background—service, property and life offered freely to the cause; the grim determination to see it through at any and all costs, the absolute will to victory—with no acknowledgment of the possibility of defeat.





EDWARD H. DARVILLE

Entered the publishing business in 1892, and has been on the editorial staff of "Iron Age" and Associate Editor of "Hardware Age" for 10 years. He assisted Secretary Baker to recruit mechanicians for airplanes, and Chairman Hurley of the Shipping Board to get workers. Assisted General Sherrill to organize a trade paper luncheon and conference with Governor Whitman

A BETTER UNDERSTANDING

By E. H. Darville

The trip of the American Trade Journalists' European party, New York to New York, October 25-January 1, last, was undertaken for the study of economic and social questions growing out of four years of war and to more intelligently comprehend them.

Such a visit in conjunction with the British authorities was imperative, because of limited transportation and passport obstacles, coupled with food and lodging shortage. There was, too, a laudable incentive for closer interrelations on vital subjects of mutual interest between English-speaking people, having a common heritage in history, literature and aspirations. British officials arranged travel accommodations, because of war-worn and widely devastated areas, furnishing a thoroughly competent escort from army, navy and civil sources. So with an admirable itinerary the travelers knew actual primary conditions at the source, covering considerable territory in least time at the close of hostilities.

It is plain that the two English-speaking nations have learned to understand each other better, regardless of formal treaties, during the most gigantic struggle of all time and in the interest of universal freedom; treaty obligations between them whenever and however made, unquestionably, will never become "scraps of paper". But Prussia's solemn bond apparently made to be broken, in the crisis was ruthlessly broken, and generations of national good behavior will be necessary to regain the confidence and respect of honorable statesmen. So far there is no evidence of regret or repentance nor indication of desire to make restitution; nothing but a persistent chorus of groveling whines for undeserved liberality in peace terms. Like their Faust, they want to welch, and, with a cringing snivel, evade responsibility after proclaiming that they were for world domination or ruin.

What German greed and arrogance did accomplish was to array solidly against them 14,000,000,000 of the 17,000,000,000 world population. Also, for the first time in history, to consolidate and turn against them people of nearly all religions to crush an insolent, domineering autocracy; notably the Shintoists of Japan, Confucianists and Taoists of China, Jews, Mohammedans, Buddhists, Animists and Hindus, Roman Catholics, Protestants, and even people of no religion.

For ten weeks the travelers were painstaking inquisitors, working overtime. They were quizzing sailors, enlisted men, non-coms and auxiliaries,

in quarters afloat and ashore, below and above decks, the Red Cross, Y. M. C. A., Knights of Columbus, Salvation Army and W. A. A. C.'s. Likewise meeting socially or on duty, Admirals, first lords of the Admiralty, Generals, Premiers, Chancellors, Judges, Dukes, Viscounts, Lords, Barons, Knights, Lord Mayors and Lord Provosts and other personages of rank and influence in the several countries; not mere possessors of honorary titles, but capable men in charge of great undertakings. There were conversations aboard battleships, destroyers, transports, trains and camions, in depots, hotels, clubs and restaurants, forts, hospitals, dugouts, trenches, castles and chateaux; aboard vessels of the Grand Fleet, in famous cathedrals and even in a giant Handley-Page airplane. Nevertheless the sovereignty of each individual was always under his own hat and all reached their own conclusions founded on close personal observation and facts.

Such an opportunity has perhaps never come to but few persons, chiefly because never before was there occasion or reason for a journey of like character. The members of the party were from New York, Boston, Cleveland, Chicago and St. Louis. Originally the invitations to broaden the delegation geographically, included representatives from the South and Pacific Coast which, regretfully, could not be accepted.

A partial list of the industries covered included iron, steel and non-ferrous metals, hardware, transportation, metallurgy and chemistry, machinery, automotive industries, electrical lines, fuel, textiles, shipping and marine engineering, foundries, wearables, leather and footwear, paints and oils, and other commodities, representing manufacturers, merchants and other businesses.





DAVID BEECROFT

Graduate of Ontario Normal College. Entered the publishing business some 15 years ago, when he became assistant editor of "Motor Age". In 1911 he was promoted to directing editor of The Class Journal Company publications—"Automotive Industries", "Motor Age", "Motor World", "Commercial Vehicle", "Motor Boat", "Transfer & Storage", and "El Automovil Americano"

EUROPEAN VISIT

By David Beecroft

The internationalizing of industries as proven necessary during the war, and the possibilities for continuing this process in peace impressed itself upon me more than anything else.

It has been considered good business policy for concerns in an industry in any country to form organizations where interchanges of views are possible, and where policies for the betterment of the individuals as well as the industry are discussed. This is considered good business for domestic trade but heretofore we have stopped here. What has been good for domestic trade has not been good for foreign trade. We seem to have held the idea that what could be done among domestic manufacturers to advantage of all could not be done among manufacturers of different countries. The political division of the world among different nations seems to have been father of the thought that the manufacturers of different nations could not possibly co-operate internationally.

In the past we have been glad to get what we could by way of design and other industrial lessons from European countries, but positive efforts for periodic getting together of leaders in these industries have never been made. The industry in one nation has looked upon the industry in other nations as competition. Political barriers of international character seem to stand in the way of all organized getting together.

It never was deemed desirable that the industries of different nations could get togther with regard to foreign trade in the same sense that domestic industries operated together with regard to domestic trade. If the get-together movement was good for the industries of one country with regard to its domestic trade, then the get-together movement of different nations for world trade should also prove beneficial. Heretofore the view of different nations with regard to world trade seems to have been based on the thought that there was a very limited amount of world trade, not enough for all the nations, and that secrecy and individual effort nationally were the best methods for securing such trade.

The war has proved the greatest tutor of internationalism. All forms of automotive apparatus built in different countries were brought together in Europe and had to operate in a common organization and to a common end. This was imperative if efficiency were to be obtained. It was early discovered that international standardization of aircraft parts was

imperative if speedy production were to be accomplished. This international standardization was also necessary if speedy and reasonably cheap maintenance were to be possible. This international standardization was necessary if successful operation were to be possible.

The personal acquaintances made will prove of greatest enduring value. It is personality that binds nations and industries together. Through closer personality lies the pathway to greater industrial efficiency, closer industrial co-operation, and the elimination of industrial abuses. After a visit such as ours you cannot but conclude that what is good for the members of an industry in one nation in a national sense is very largely equally good among the members of like industries in different nations.

The European industries suffered a great deal more because of the war than corresponding industries in America. European industries suffered a loss of their designing organization; their financing organization; and their merchandising organization. During the war their sole problem was production. This continued for three, and in some cases, four years. The personnel was in many cases lost. Past experience was to a large extent lost. Rebuilding is going to be very slow.

Their delay is greater because of the reaction of the workers. Workers in factories during the war were as devoted to their work as those at the front. It was a constant grind with war the only business of the nations, whether at home, in the factory, or in the shop. This concentration continued until November 11. The reaction immediately set in but no one was able to gauge its extent. Instead of coming to a peak in a week or two months have been required. It will be months before the new post-war normal level has been reached. It will be well on in 1920 before production is at anything like normal. At that time manufacturers will not have completed the formation of their permanent policies.

Europe has a better physical equipment for industry than she had before the war. Her new factories are from two to ten times the capacity of the old ones. They are equipped with more modern machinery than Europe ever had before. The old prejudice of workers against production machinery has largely ceased. Modern working conditions among laborers have been installed. The worker has progressed several generations in the last five years. The European worker has rubbed elbows with the American worker. They have interchanged views on standards of home life; standards of recompense; standards of hours of labor per day; standards of working conditions; standards of social life; and standards of production. These have had a far-reaching effect.





FREDERIC F. CUTLER

Is a graduate of the Boston Latin School, member of the American Leather Chemists' Association and the Society of Leather Trade Chemists of England. He entered the publishing business in 1889, *and has been President and Treasurer of the Shoe & Leather Reporter Co. and the Shoe Retailer Co. for* 18 *years*

A BETTER UNDERSTANDING

By F. F. Cutler

I could not help but be impressed that it was a happy idea when the British Ministry of Information invited American publishers and editors to come across and see England and France at war. The trip surely gave us a different angle of vision as to the English people and their way of doing things.

I was impressed with the great hospitality extended to us and the fine sentiments which were expressed on every hand. I was particularly impressed with the luncheon given to us by Lord Northcliffe at the Times Building in Printing House Square. I think it was most complimentary to the business paper publishers of America, not only to give us the excellent luncheon, but to take such an interest in us as to invite the British captains of industry to talk to us.

I was impressed with the manner and spirit with which everybody in England and France did his or her bit toward the successful conclusion of the war, the sacrifices made and the determination which everybody seemed to have to see it through. The women in particular impressed me fully as much as did the men.

I was impressed with the wonderful work of the English Fleet and the men who manned the different ships, both the navy vessels and the merchant marine. Then when you consider the great army that England developed—over 5,000,000 men out of England, Scotland and Wales alone—surely it was wonderful.

I was also tremendously impressed with the wonderful spirit of the French people. They lost so much, not only in the sacrifices of lives of husbands, brothers, fathers, etc., but in material things through the devastation of their cities and towns and the destruction of the productivity of their soil.

I was tremendously impressed with the loyalty of the English colonies, how they stuck to her. Surely it was conclusive proof that England is a good ruler.

I was also impressed with the soundness of the idea of an Alliance of the English-speaking peoples of the world. Such an alliance, I feel confident, will be the greatest possible aid to permanent peace; it will be the strongest possible aid in forming and maintaining a League of Nations.

I was particularly impressed with the thought that if all the editors and publishers who made that wonderful trip abroad would do their part in

propaganda work, toward creating a clearer understanding between the people of America, France and Great Britain, it would be for the benefit of mankind. We can do such propaganda work through our publications and by reciting our experiences and impressions verbally, through our trade associations, clubs and other meetings, and I hope all of us are doing this very thing.





H. C. PARMELEE

In the University of Nebraska he attained the degree of B. Sc. 1897, A. M. 1899. Is a member of the American Chemical Society, American Electrochemical Society and the American Institute of Mining and Metallurgical Engineers. He has been in editorial work for the last 14 years, progressing from the editorship of the "Mining Reporter" to that of the "Western Chemist & Metallurgist". He is at present editor of the "Chemical & Metallurgical Engineering". He has just concluded a term of the Presidency of the Colorado School of Mines

INHUMAN WARFARE

By H. C. Parmelee

After a lapse of six months my mind seems to have retained most tenaciously two impressions out of the kaleidoscopic view we had of Europe in the last days of 1918. The first is the unfeigned sincerity of the British people in their desire for closer and more amicable relations with the people of the United States; and the second is the pitiable plight of the people of France whose homes were devastated by something worse than pestilence and whose industries were systematically laid waste and ruined. Of both these general impressions there are many examples.

As evidence of the first I have but to recall the hospitality shown us by people of high and low degree; the courtesy extended to us on the day after our arrival, at the Lord Mayor's Show, where practically the only demonstration made by the people was the applause accorded a unit of United States Infantry; the simple and sincere reception given us at the historic home of the Duke of Sutherland; the frank expressions of friendship spoken on every occasion by British citizens of all classes; and the almost embarrassing recognition and acknowledgment of the important part played by the United States in ending the great struggle. A typical instance was the arrangement made for the entertainment of American soldiers on leave in London, by the "Ministry of Information, Department of Hospitality to American Forces." No evidence could be more convincing of the Britisher's desire to join forces with the United States for something more than the defeat of a common enemy! There was recognition of the fact that the English-speaking peoples of the world can and must control its destinies if humanity is to rise to its highest development.

A volume might be written of the visit to the Grand Fleet; of the traditional discipline of the British navy, and the dogged perseverance with which it watched in the North Sea for four long years; of its satisfaction at the final abject surrender of the enemy—a sentiment not unmixed, however, with regret that a direct encounter was never afforded. Nothing can ever efface the memory of our reception on a few of the great battleships of the British navy, and the terms of high regard and warm appreciation in which British officers spoke of our own navy and its participation in the war.

Of the other group of impressions—those of France in ruins—I cannot grow so enthusiastic, for obvious reasons, although the most depressing scenes usually were lightened by some new evidence of fortitude on the part

of the people, or relieved by stories of bravery and heroic action by the soldiery. Of Douai, however, I cannot think with composure. The systematic destruction by the Germans of the homes of that defenceless city, the violation of the sanctity of its churches and the wanton vandalism displayed on every hand cry aloud for justice, if not vengeance, and rouse the passions of anger and hatred. I can still see the pathetic figure of Dr. Paul Robaut, Red Cross secretary, as he stood in despair amid the ruins of his home where he had housed the German Red Cross for many months. No earthquake or tornado or other convulsion of nature could have done the damage and destruction that German hands had wrought before they left the place that had been their home during the war.

Of Ypres, Arras, Lens, Albert, Bapaume, Noyon and Rheims, the recollections are mainly a succession of surprises at the completeness of the destruction by hunnish hands. Cathedrals seemed to be objects of particular displeasure to the Germans, and systematic efforts were made to reduce them to ruins. It seemed as though we could always find more fragments of shrapnel and high-explosive shells in cathedrals than elsewhere.

In France, as in England, there was ample evidence of full appreciation of America's part in the war, and the most effusive welcome on the part of citizens of all classes. Witness the demonstration of that little baker and his family at Noyon, who welcomed us to his reconstructed home and workshop as though we were long-lost relatives, and who finally insisted on giving us—Americans from the land of plenty—a loaf of fresh bread when we departed. It was a simple but genuine evidence of gratitude and appreciation, such as was accorded us in a variety of ways wherever we went!

Of London on armistice day and of Paris on the day of President Wilson's arrival—two of the most notable popular demonstrations in connection with the war—volumes might be written. Both were spontaneous expressions in the mass such as will not soon be witnessed in the world's history. The former manifested great relief from danger that had threatened a nation for over four years, and the latter expressed the hope of a people that a day had dawned that promised peace. With both of these sentiments we Americans were sympathetic in the highest degree, because we could realize in a measure what the war had meant to those who were close to it.



FLOYD W. PARSONS

Graduated from Lehigh University in 1902. Member of American Institute of Mining and Metallurgical Engineers; The Mining and Metallurgical Society of America; various coal mining institutes; Academy of Political Science and the American Academy of Political and Social Science. Has been chief engineer of the Victor American Fuel Co. and the Colorado & Southeastern Railroad. Entered the publishing business in 1906. Was associate editor of the "Engineering and Mining Journal;" editor of "Coal Age," and now is editor of "Everybody's Business," a department in the "Saturday Evening Post"

SEVERAL IMPORTED IMPRESSIONS

By Floyd W. Parsons

In the matter of the visit of business publishers and editors to Europe, I am unable to feel like a full-fledged member of the party. Due to illness my stay was the shortest of all, and for the same reason, my observations were less than any of the others who made the journey.

As to my impressions, they were twofold: First, were those obtained in the capacity of an American citizen; second, were the ones I gathered acting in the rôle of an engineer and coal-mining editor. Concerning number one, I realized as never before that the difference between the Britisher and the American is the result of environment and inherited tradition, not a variation or unlikeness of physical and mental composition. Caste and class in Great Britain are more deep-rooted, more intense than is snobbery, their equivalent, in the United States. It is for this reason that I object to the thought that the British industrial problems, especially relating to labor, are similar to our own. For the same reason, I reject the thought that the remedial measures of the British government are policies that we may well pattern after. The conditions of labor and commerce in the two nations are radically different, and I returned to America possessed of the idea that it is an error to assume that the factors creating unrest in Europe are the same as those that exist in the United States. If this is a fact, then it follows that we must apply American methods to the treatment of American problems. Only confusion and failure will result from any imitation of European methods in solving the vital questions that now confront us. During the war, we were wise to profit by the experience of others, but we are now entering an era of peace and greater independence.

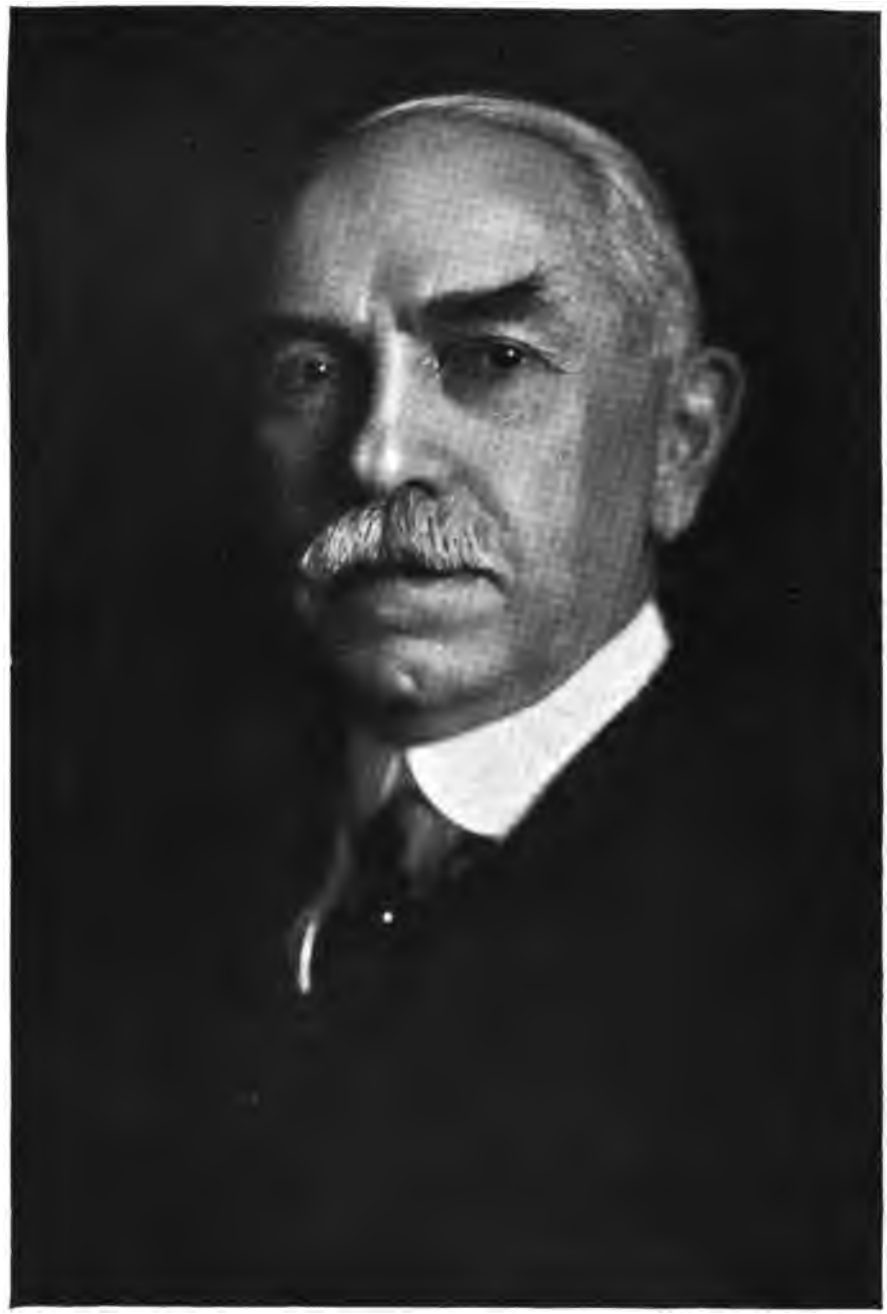
As a coal-mining engineer, my first observation was the lack of heated houses, hotels and public buildings in Great Britain. The fact that the war was on, had little bearing on the matter, for the reason that the average British building is wholly without a heating plant. Of all methods of burning coal, the British open grate is the least economical. The overseas answer to this criticism is that the heated house is hurtful to health, but to the American, it appears that the dearth of heating plants in Great Britain is due to transmitted custom rather than any idea of benefiting the race.

The Britisher, as well as all other foreigners, has gained a new conception of the United States and its people. We went into the war clean and we have come out that way. We are no longer a nation with nothing but

dollar ideals. America was always puzzled by the fact that in trading abroad, something besides quality and price seemed to govern sales. Now we are aware that the something we lacked was background, and we have come to know that the chief thing we gained during the war is this same valuable background. We are now given credit for *being something* rather than simply a people who has *done something*.

As a final observation, let me say that we are the only nation that pokes fun at our own tourists. The average American is none too proud of his fellow citizens who visits foreign lands. The truth is, the American tourist is not nearly as comical as many other nationals who travel. The war has given the United States the full respect of other peoples; it has given us the greatest opportunity in our history. If we do not rise to the occasion, we will surely deserve the scorn of the generations of Americans that are to come.





HORACE M. SWETLAND

Entered the publishing business in 1882, and has been continuously asssociated with industrial publications since that time. Founded "Power" in 1884, and later "Marine Engineering." In 1901 he organized The Class Journal Company, for the purpose of publishing industrial papers in the automotive field. This company and its publications were merged with the United Publishers Corporation in 1911. He became President of the latter corporation in 1912, which position he has held continuously

SUMMARY

By H. M. Swetland

The impressions of the writer have been very generously stated in the earlier pages, but it is perhaps allowable to emphasize those most important.

Immensity of War Enterprises

Nothing less than personal contact with the great war achievements could have established a lasting impression of the immensity of war programme in this country and on the Continent. While we had felt the impression of American activities, we were wholly unprepared for the strenuous development of English and French endeavor. England and France had concentrated every available force to one end, and this immense undertaking superseded every other line of endeavor.

The Great Men of England

Again we have learned that nothing short of personal contact gives the correct impression. The efforts of the great leaders of the Empire were familiar to us in a general way from the records of their great achievements; but a closer contact gave a stronger impression of their ability to conduct the affairs of the Empire under any possible emergency. It is reassuring to feel that the civilization of the world is in safe hands as long as the burden rests mainly with these great men.

Hereditary Customs and Institutions—

It was our previous thought that many of the hereditary customs and formalities of the English people were more a tribute to their historic significance than of any consequence to the maintenance of an empire. A closer contact with many of these ancient customs has given us a different idea of their significance and the power and influence which they perpetuate among these people. We came to respect the institutional basis of a great nation when we found that these things had a far-reaching influence on the establishment and perpetuation of individual ideals and ambitions. We recognized their importance in English affairs; and we admit at once that the institutional process is a curb on the selfishness of the individual. America, without adopting the ancient rites and ceremonies of England, can profit generously by adopting the English idea of institutional organization.

The British Fleet—

That overwhelming spectacle,—the concentration of the naval power of the Empire,—created a lasting impression. Formerly, the immensity of this aggregation of fighting machinery seemed an unnecessary and somewhat spectacular exhibition of power. But when we reflect that the civilization of the world has been saved through this factor of British forethought, we are ready to accept the English control of the seas with the full belief that it will be used in the future as it has in the past—"Solely for the protection of civilization."

Industries of England and France—

We were wholly unprepared for the great development of the industries of England and France, and we were surprised to find how quickly they had developed the most modern practices, and to observe the efficiency of every enterprise. We were prepared for the part played by women in this development, but had no conception of the extent and the efficiency of their efforts. It was also pleasing to note that a habit of quality production, which has for centuries dominated the major products of England and France, was not lost sight of in the immensity of the undertakings; in fact, the war materials were produced with greater care, for the services of these materials and machines were essential to winning the war.

Devastation of the War—

Our brief story of what we saw in the devastated areas is a weak attempt to portray the most stupendous destruction that has visited the world since the beginning of time. No previous war existed at a period of such potent development of the inventive genius and capacity of humanity. It follows that when this development was therefore directed exclusively to the creation of machines of destruction, an unparalleled result followed. The devastated area of France will remain for many years an object lesson to the world of the danger of modern human warfare.

In Conclusion—

May we here finally commend the inspiration which has assisted in a better understanding between the two great English-speaking nations, and endorse from personal experience the necessity for a more intimate relationship?

INTRODUCTION TO APPENDIX

IN indicating with some detail the various publications represented in the party, and the character and size of the industries which these publications serve, some general statistics on each class of industry have been given.

These general statistics have been taken from the various sources of information and the sources noted in most cases. It has been impossible to compile them for one year so that they would be comparable from the basis of a given period. The methods of classification of the industries vary according to the sources of information and the general totals are affected by these methods of classification. It is probable that there is some overlapping as between the various classifications which affects the general totals. All such general statistics are estimated to some extent and there is considerable variation in the estimated figures from various sources. They are presented as indications, gathered with care, from the recognized authorities and checked as definitely as possible. To that extent they are accurate.

APPENDIX

THE industrial press of the United States carries specialization to a degree not practiced by publishers in any other country. The growth of the industrial press in the United States has been greater than in any other country and, perhaps, the specialization of this press, so that it can deal more intimately with a given set of problems, has a logical relation to the larger growth. The general practice in other countries is to cover all phases of an industry, including the production, merchandising and utility, in one publication. This obtains in all industries with the exception of specialized journals devoting themselves to engineering. In this country the leading industries are served by periodicals devoted exclusively to each of the important branches.

The most important difference between the industrial press in this country and the corresponding press in other industrial countries is the difference in the scope and authority of the publications individually. The industrial press in the United States has not only grown to very much larger dimensions, but it has acquired an authority in the important fields of industry that marks it out more definitely than the greater physical growth. The specialization which has occurred has made it possible to devote the energy of a publication to a much more definite field and permitted it to record the practice, the markets and the use of products, to forecast and to summarize the developments in a much more effective way for its subscribers.

The publications represented in the party serve the following industries:

Railways, transportation and warehousing.
Iron, steel and metal, production and sale.
Textile manufacturing and merchandising.
Automotive industries, manufacturing and merchandising of automobiles, trucks, tractors and aircraft.
Shipbuilding and shipping.
Building and lumber.
Mining and metallurgy.
Electricity, production, sale and operation of electrical machinery and apparatus.
Boot, shoe and leather industry, manufacturing and merchandising.
Engineering.
Industrial chemistry.
Export trade.

Railroads—

Railways, transportation and warehousing were represented by the *Railway Age, Electric Railway Journal, Railway Electrical Engineer, Railway Mechanical Engineer, Railway Maintenance Engineer, Railway Signal Engineer* and *Transfer and Storage.*

In the various branches of the transportation business these publications are recognized as current authorities in their various specialized fields. The railway papers have

developed along with the development of the industry and have exercised a strong influence in the remarkable growth of that field in this country and its position as the most efficient railway system in the world.

The records of the report of the Administrator-General of Railroads give the following information:

(TAKEN FROM SECRETARY MCADOO'S REPORT, SEPTEMBER 3, 1918)

Mileage in operation		266,031
Employed		1,700,814
Companies		2,905
Bonds		$10,875,206,565
Stocks		$8,755,403,517
Freight cars	2,326,987	
Passenger cars	54,664	2,381,651
Locomotives		62,603

(FIGURES FOR 1918 FROM *Railway Age*)

Wages	$2,593,085,502
Gross earnings	4,913,319,604
Expenses	4,006,894,762

(TAKEN FROM SECRETARY MCADOO'S REPORT, FEBRUARY 4, 1919)

1918	
Equipment authorized	$658,893,761
Additions and betterments	573,150,159
Construction	46,771,078
Total	$1,278,814,998

That part of transporting and distributing covered in the warehousing business has not been classified separately through any of the regular sources. It represented a large field even before the war, and during the war the necessities involving new distribution and warehousing of many millions of dollars of material of all kinds resulted in the rapid growth and consolidation of this business, so that it is now developing into a well-defined, special group.

Iron and Steel—

The general iron and steel and various metal industries were represented in the party by *The Iron Age*, *Iron Trade Review*, *Iron Trade and Metal Market Report* and *Foundry*, to which may be added the *American Machinist* and the *Hardware Age*.

All of the papers which have been indicated are strong publications, with a very close and influential contact with the executives in this important group of industries.

As their names imply, *The Iron Age* and the *Iron Trade Review* devote themselves to the production of iron and steel and their products; the *Iron Trade and Metal Market Report* and *Foundry* occupying itself exclusively with the market, and *The American Machinist* and *Hardware Age*, as indicated, specializing upon definite trade developments in this field.

The importance of the iron and steel industries, with its ramifications, perhaps, can be better understood from the following analysis.

APPENDIX

(FROM BUREAU OF CENSUS, 1914, DEPARTMENT OF COMMERCE)

Industry	*No. Firms*	*Employees*	*Capital*	*Production*
Aggregate	17,719	1,061,058	$4,281,998,000	$3,223,144,000
Foundry and machine shops	10,640	362,471	1,246,034,000	866,545,000
Machine shops	9,340	285,654	1,065,420,000	712,976,000
Hardware	539	41,213	92,302,000	73,320,000
Blast furnaces, steel works, and rolling mills.	587	278,072	1,720,653,000	1,236,319,000

Steel ingot production, 1918, 43,027,000 gross tons, estimate (American Institute Steel and Iron).
Pig iron production, 1917, 39,051,991 gross tons, actual (American Institute Steel and Iron).

In general, the processes of conversion and rolling are grouped under the heading "Blast Furnaces, etc." More highly elaborated products are grouped under "Foundry and machine shops." The "Foundry and machine shop" industry does not cover, however, those cases where the establishments make exclusively some specific articles or class of machinery or tools. Such establishments have been put in the special industries. Since the figures have been compiled in 1914, which was a dull steel year, the iron and steel industry has greatly increased in size on account of the demand created by the war. As the 1918 wholesale prices for steel were more than double those of 1914, the valuation of the production shows a big increase.

There is considerable overlapping of the groups, but *The Iron Age* states the iron and steel industry, including only the establishments, which under strict interpretation may be classified here, employ approximately 600,000 persons, have an annual payroll of approximately $1,000,000,000 and an investment of $3,000,000,000. According to the same authority there are now 5,898 foundries in the United States employing 250,000, with a capital investment of $400,000,000. The production of these foundries is approximately 1,375,000 tons of steel castings, 800,000 of malleable iron castings, and 150,000 tons of brass and non-ferrous castings. Further figures from *The Iron Age* show there are 10,000 firms engaged in the production of machinery, employing 320,000 men, having an investment of about $1,000,000,000 and an annual production of approximately $860,000,000. The *Hardware Age* estimates there are 2,804 firms manufacturing hardware, employing 156,898, paying $91,000,000 in wages, having invested $424,302,000, and producing approximately $369,191,000.

Textile—

The textile and allied industries ramify into so many special lines, covering as they do thousands of items, that it was appropriate the members of the party should include representatives of a number of journals in this field. These representatives included *Textile World Journal*, the leading paper in this country devoted to the manufacture of textiles; *Dry Goods Economist*, *Dry Goods Reporter*, *Drygoodsman*, and the *Pacific Coast Merchant*, the leading papers devoted to the merchandising of textiles and textile products; *American Hatter*, specializing exclusively on the manufacture and merchandising of hats; *Nugent's Garment Weekly*, devoted to the manufacture and sale of garments, and the *Millinery Trade Review*, covering the manufacture and sale of millinery.

(FROM BUREAU OF CENSUS, 1914, DEPARTMENT OF COMMERCE)

Industry	*No. Firms*	*Employees*	*Capital*	*Production*
Aggregate	22,995	1,498,664	$2,810,848,000	$3,414,615,000
Textile fabrics and materials	5,942	950,880	2,122,828,000	1,935,344,000
Articles from textile fabrics for personal wear	14,953	510,595	571,866,000	1,297,273,000
Other textile products	2,100	37,189	116,154,000	181,798,000
Millinery and lace	2,079	45,274	53,101,000	114,160,000
Hats and caps	1,715	65,891	85,539,806	138,622,200
Clothing (men's and women's)	11,186	394,626	428,543,000	1,027,914,000

This group is broadly divided here into three divisions, namely, those engaged in the manufacture of the fabric, those converting fabric into articles of personal wear and those making other textile products. Since these figures were compiled in 1914 the industry has greatly grown in size and the wholesale prices of the commodities involved have practically doubled. Wages have increased to a great extent also.

The *Textile World Journal* states the following figures are approximately correct for the present conditions in plants where raw material is converted into yarn, cloth or knit goods:

Number of establishments		6,000
Number of employees		1,000,000
Capital		$2,500,000,000
Value of materials used		$2,000,000,000
Materials used:		
Cotton (pounds)		3,840,000,000
Wool (pounds, grease)		740,000,000
Silk (pounds)		50,000,000
Cotton products	$1,250,000,000	
Wool products	750,000,000	
Silk products	500,000,000	
Knit goods	500,000,000	
Value of products		$3,000,000,000

From different estimates made by *Dry Goods Economist*, *Dry Goods Reporter*, *The Drygoodsman* and the *Pacific Coast Merchant*, *American Hatter*, *Nugent's Garment Weekly*, and the *Millinery Trade Review*, the following facts and figures have been taken. The total number of establishments in the textile industry, including not only the manufacture of the fabric, but those which convert the fabric into articles of personal wear, number 23,000, with a capital investment of $4,000,000,000. The merchandising publications reach approximately 25,000 individuals and department dry goods stores, and approximately 1,000 wholesalers. These stores have an approximate capitalization of $500,000,000.

Automotive—

The automotive field, which has risen to a position of such importance in a comparatively few years in the United States and presenting in its short history so many interesting developments, was represented by *Automotive Industries*, *Motor World*, *Motor Age* and *Commercial Vehicle.*

Automotive Industries, as its name implies, specializes upon the manufacture of automotive equipment and parts.

Motor Age and *Motor World* reach the distributing field, going to the wholesale and retail establishments concerned with the sale and maintenance of this equipment, *Motor*

Age specializing largely upon the maintenance and *Motor World* upon merchandising. *Commercial Vehicle* is looked upon as authority among owners of fleets of commercial automotive apparatus.

(FROM BUREAU OF CENSUS, 1914, DEPARTMENT OF COMMERCE)

(Automobile Classification)

Industry	*No. Firms*	*Employees*	*Capital*	*Production*
Aggregate	1,271	145,951	$407,730,000	$632,831,000

It is estimated by the *Automotive Industries* that in 1919 the value of cars, trucks, tractors, motorcycles and accessories will be over $3,000,000,000. This is an increase of fifty per cent over the 1914 figures. In 1918, cars, motor trucks and motorcycles consumed, according to an estimate by the *National Petroleum News*, over 2,320,000,000 gallons of gasoline. This represents a total value of more than $500,000,000.

Motor World and *Motor Age* estimate there are over 47,000 dealers and garages for automotive products, with a capital investment of more than $200,000,000.

Shipping—

Shipbuilding and shipping were represented by *Marine Engineering*, *Marine Review*, to which might be added *Motor Boat* and *Power Boat.*

Shipbuilding and shipping, as important developments of the United States' industrial expansion, date from the beginning of the war.

In this expansion the papers dealing with that field have played a notable part. That the United States must continue to develop its facilities for shipbuilding and its ownership of ships for overseas trade is admitted on all sides, and it is evident that this branch of industrial endeavor will exert a powerful influence upon the position of this country in world affairs.

(FROM UNITED STATES SHIPPING BOARD REPORT, SEPTEMBER 1, 1918)

(For Ships of 2,500 Tons or Over)

203 shipyards, 1,020 ways.
1,952,675 dead weight tons produced between August 20, 1917, and August 30, 1918.
386,000 employed in manufacturing these.
$10,500,000 weekly payroll.

The figures above do not cover any establishments building boats of less than 2,500 tonnage.

It is estimated by *Marine Engineering* that the investment in ships and shipyards is $4,500,000,000. The Commissioner of Navigation states there are in the neighborhood of 220,000 men employed on the 27,000 vessels documented by the United States Government. *Marine Engineering* also estimates there are about 1,000 steamship and steamboat companies in the United States.

According to *Marine Engineering*, there are 1,000 concerns dealing in marine supplies and fittings. *Motor Boat* states there are 110 companies manufacturing marine engines, 100 firms building power boats, and employing 7,000 people.

Building—

The building industry was represented by the *American Architect*, a technical publication devoted to architecture and reaching the 4,500 architects in the United States; the